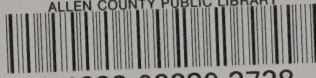


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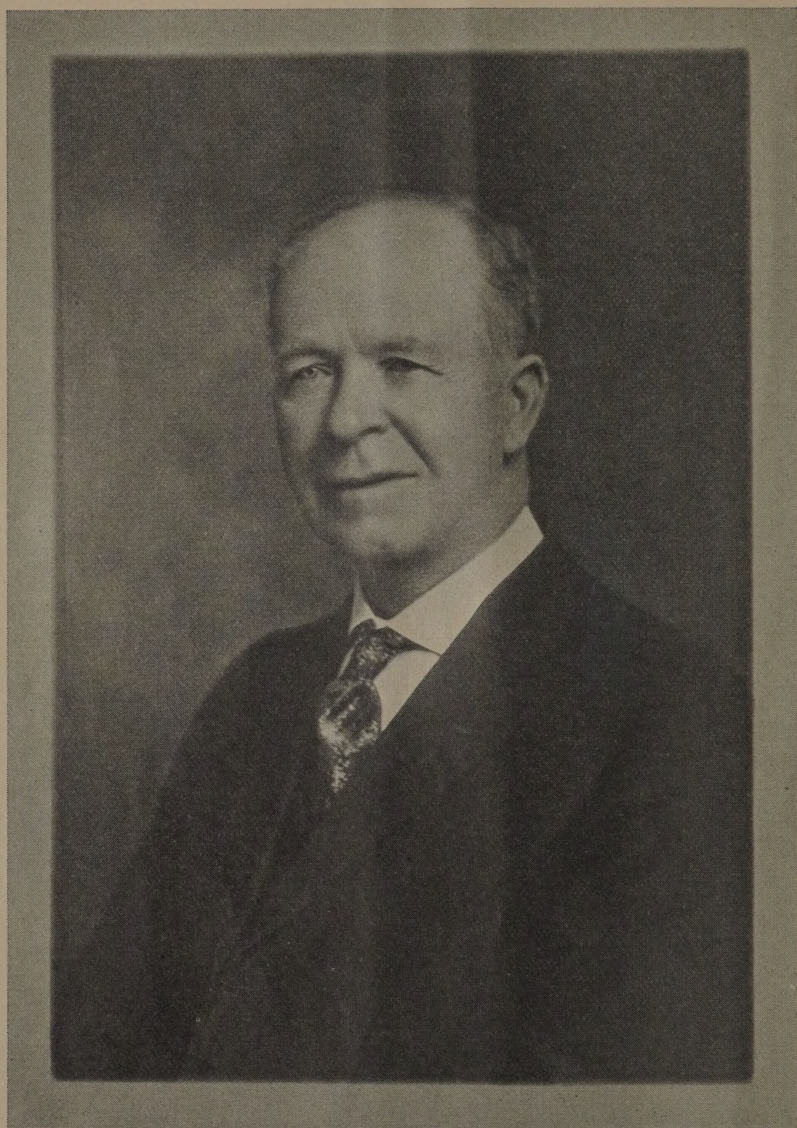
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W. L. McArdrew

HISTORY OF
HAWLEY,
PENNSYLVANIA

By
M. J. McANDREW



THE PUBLIC LIBRARY
OF
FORT WAYNE AND ALLEN COUNTY, IND.

100TH ANNIVERSARY CELEBRATION
August 14 to August 20, 1927

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Foreword

IN COMPILING the following pages that are devoted to the history of Hawley, Wayne County, Pennsylvania, the one who undertook the task at the solicitation of the Historical Committee of the Hawley Chamber of Commerce makes no claim along lines of originality, for the chronicling of history is as circumscribed, exacting and practical as the realm of mathematics.

Unquestionably it is safe to say that in the land of the living at this writing there is not one person who was in the boundaries of what is now, and for years has been, the second town in Wayne County, even though that individual perchance were born in the year that witnessed the birth of the town itself. Undoubtedly all the people of that age and generation have passed on and are now either much more alive and conscious than when their presence was in this sphere, or else are slumbering sweetly and unconsciously until that universal event the voice of God shall call them once more to life.

Therefore, it is not the province of the writer to talk with any such persons and thus obtain first-hand knowledge of events of the yester-years, but outside his own recollections and the recollections of those who were born since 1827 with whom he has talked, he has had to walk in the tracks made by other gatherers of historical data, such, for instance, as Wayne County's revered historian, Phineas G. Goodrich, and Lackawanna Valley's first historian, Dr. Horace Hollister, who was near of kin to the said Wayne County chronicler of history.

Generally speaking, there is but little charm in the making of history, for it consists of a tedious and laborious series of events and acts, many of them accompanied by pain and anxiety, such, for instance, as the building of a mill or the launching of some industry that seems to promise success as the answer to the call of the public; but along with the steps taken in such direction ever has stalked the gaunt and repellant form of Anxiety with the constant reminder that the capital required would be either inadequate to meet the demands, or that eventually it would be lost entirely.

The only real charm the writer can see in the line of History is

not in its making, but in its telling. In its making it is dull, commonplace, inconsequential. In its recital it is delightfully odorous and full of inspiration.

Every community should have its local historian, a person chosen to note the events of the current year. This work is supposed to be done by the local newspapers; but at best such work is far from complete, for it is so scattered in detail and covered over with irrelevant matter that it is difficult to gather the fragments and weave them in a fabric of connected pattern or form. Some communities are awake to the importance of this work and sustain an annual publication, generally in the form of an almanac. With this as a guide, the chronicler of local history can turn to the files of local publications for details, and thus obtain the story he seeks.

The Chamber of Commerce of Hawley, Pennsylvania, however is to be congratulated upon their selection and securing the services of Mr. M. J. McAndrew to write this history, for in the writer's humble opinion, no better selection could be made. Mr. McAndrew has lived in Hawley his entire life and the very fact that he has held a position in public life for over fifty years which keeps him in touch with the coming and going, the upward and downward pulse of the public and the ever elastic economic civic conditions coupled with broad acquaintance of those who have or now live in that community makes him an ideal selection for the task of securing and compiling such data as available in writing the first one hundred years of the History of Hawley.

It is without misgiving and fear, therefore, that the compiler presents the following pages to the present and former residents of Hawley, coupled with the hope that the story as told, although claiming no merit of novelty or originality, may find an acceptable place in the Centenary Anniversary of the town's existence that is being held in this year of Grace, Nineteen Hundred Twenty-Seven; and, further, that it may be deemed worthy of preservation by the present generation and perchance of transmission to those who may be on the scene when Hawley shall celebrate its Bi-Centennial in the year Two Thousand and Twenty-Seven, when all who are now happily sharing the present Celebration shall be peacefully sleeping with their fathers.

FRANK P. WOODWARD.

Hoadleys-on-the-Middle Creek,
In the Month of July, 1927.

Introduction

ON JUNE 30th, 1926, the Chamber of Commerce tendered a banquet to its members and had as invited guests representatives of the State Highway and Fish Commissions who elaborated the wonderful advantages afforded our town by the building of the Hydro-Electric dam at Wilsonville.

It was at this meeting when enthusiasm was at its height that the Reverend Otto K. Klette offered a resolution "that Hawley celebrate its one hundredth anniversary during the summer of 1927"—and it is unnecessary to say the resolution was unanimously adopted.

There was much talk of the possibility of doing something that would serve as a lasting memento to the Centennial Celebration, but no definite action was taken until another general meeting of the Chamber of Commerce was held, September first. At this meeting a committee of twenty carefully selected members were vested with authority to develop a program for the celebration and in the organization of this body your humble servant was named a member of the publicity committee. Not as a historian, but account of my lifelong residence in the community I may be best able to know where to reach the greater number of people who at times had lived among us and ask them to join in our celebration.

The prevailing thought of the general committee was the transformation of the unsightly canal basin at the entrance to our town into a beautiful park, and thus impress the thousands of tourists who will for all time travel the Roosevelt Highway of which our Borough is a part, with the style and civic pride of our community. With this purpose in view engineers were consulted and plans submitted, preferably being a combination athletic field and park. With tennis courts, baseball and football fields, a grandstand to seat four hundred eighty people, a modern bandstand fully equipped with lights, tables, seats, etc., a concrete sidewalk five feet wide to be constructed around the entire property, also a running track twenty feet wide and fourteen hundred feet long; a swimming pool to be constructed and the water surface maintained to such an elevation that a constant flow shall feed the pool by gravity from the

Lackawaxen River; a diving platform to be constructed in the center of the pool, and a depth of eight feet of water maintained under the spring board.

The estimated cost of this operation was approximately thirty thousand dollars, with an additional one thousand dollars for the purchase of the land. As this plan of procedure became publicly known it was thought the Chamber of Commerce was assuming too much, and a public meeting was held at the Wayne Theater, Tuesday evening, February 15, 1927, at which time Mr. R. W. Murphy, President of the Chamber of Commerce committee, gave an interesting report of their activities and announced that the celebration would begin Sunday, August 14, and continue until and including Saturday, August 20th, 1927.

In order to carry out the plan of the meeting to have a community body act as a functioning committee the organization assembled by the Chamber of Commerce was formally discharged by the adoption of the following resolution: "Be it resolved by the town meeting held this fifteenth day of February, nineteen hundred twenty-seven, at the Wayne Theater, that the report of the committee of the Chamber of Commerce be accepted and the committee discharged with the thanks of the community for its excellent service.

"Resolved, that a community General Committee comprised of a representative from each organization, Church, Lodge, Fire Company, Municipal Board and like Societies with Mr. Harry J. Atkinson as its general chairman, be given entire and complete charge of the celebration of the one hundredth anniversary of Hawley, Pennsylvania."

In the same issue of our local paper publishing the proceedings of this meeting, Mr. Atkinson declined the appointment of general chairman, and the position automatically fell to Mr. A. L. Bishop, who had been acting as Vice-President of the original committee, and who is President of our Town Council.

Notice of the change in arrangements was sent to each Society, Fire Company and Municipal Board, with a request that they select from their organization one person or more, if deemed necessary, to constitute a Committee of Arrangements for the Centennial Celebration, which resulted as follows:

Town Council
Chamber of Commerce
Independent Order of Redmen
Girl Scouts of America

Mr. A. L. Bishop
Dr. J. E. Tether and M. J. McAndrew
Mr. Jacob Knoedler
Mrs. C. C. Volz

Boy Scouts of America
 Pocahontas
 Daughters of America
 Woodmen of the World
 Hawley Band
 Junior Order United American Me-
 chanics
 Mannerchor
 Free & Accepted Masons
 Independent Order Odd Fellows (En-
 campment)
 Independent Order of Odd Fellows
 Knights of Columbus
 American Legion
 Fire Company No. 1
 Fire Company No. 2
 Ladies' Catholic Benevolent Associa-
 tion
 Board of Education
 Hawley Improvement Association
 Rose Rebeckah Lodge
 Order Eastern Star

Mr. Frank C. Miller
 Miss Elizabeth Schaibly
 Miss Lavina Tuthill
 J. Wilson Ames
 Mr. Thomas Seaman

Mr. Earl Lowenstein
 Mr. Hugo Wahren
 Dr. Lewis P. Cooke

Mr. William C. Knapp
 Mr. Fred W. Schalm
 Mr. John J. Sheridan
 Mr. George Gilpin
 James F. Drake
 Mr. C. H. Guinn

Mrs. M. J. McAndrew
 Mr. Ralph Sands
 Mrs. W. C. Knapp
 Mrs. J. Goodwin
 Mrs. Kate Monie

This General Committee met the following week and organized permanently with the following officers: Mr. A. L. Bishop, Chairman; Mr. M. J. McAndrew, Vice-Chairman; Mr. Frank C. Miller, Secretary; and Dr. J. E. Tether, Treasurer. And at the same meeting it was decided that the week of celebration should be divided into the following program of events under a separate committee for each day's activities:

Sunday, August 14th, Church Day, with special church services.

Monday, August 15th, Civic Day, when entire population will participate in meeting and greeting former residents and friends.

Tuesday, August 16th, Fraternal Day, set aside for the societies, clubs, and organizations of the borough to entertain the visiting brothers and sisters.

Wednesday, August 17th, American Legion Day; this day will be observed by the local and visiting legions with a special program.

Thursday, August 18th, Camp Day; activities this day will be under direction of Boys' and Girls' Scouts, with special drills, etc.

Friday, August 19th, Children's Day, set aside for the school children of the community with special contests, folk dancing, etc.

Saturday, August 20th, Firemen's Day, all activities on this day will be under supervision of local Fire Department, with parade, etc.

With the General Committee functioning and the program arranged for an entire week of celebration it fell my lot to begin gathering such data from all sources available as appear in the following pages. And at the time of going to press everything seems to be in readiness and everyone looking forward to the greatest week in the history of our peaceful little Borough.

M. J McANDREW.

Our Early History

NOT much is known of the early history of this section of Northeastern Pennsylvania previous to the Revolutionary War, and the few white settlers that probably found their way up the Lackawaxen River from the Delaware passed on through the Valley and located along the Dyberry.

The first settlements in all this region were on what is now known as the Pike County side of the Wallenpaupack River at Wilsonville, which for a short time was the county seat, and which seems to have been the first hamlet of any size in this locality.

Judge James Wilson, who was one of the purchasers of Jonas Seeley's interests in the Indian Orchard tract, and who was then one of the Judges of the Supreme Court, originally surveyed in and about what is now known as the Eddy section of our Borough. In 1792 Judge Wilson commenced the erection of a large factory for the manufacture of fabrics made from hemp and flax. The Judge had been led to believe that the fertile lands which he had purchased on both sides of the Wallenpaupack from its confluence with the Lackawaxen to its source were peculiarly adapted to the culture of hemp and flax, and that considerable profit could be derived from its manufacture into fabrics. The site of this factory was just above where the old tannery stood at the Eddy. The factory was about forty feet square and the cost of its erection was between ten and twelve thousand dollars. While the factory was in course of construction several houses were erected at Wilsonville, and that place became a thriving little hamlet. In due time the factory was completed and put in operation, but before the Judge could realize his hopes of success the plant was closed for lack of material and the proprietor finally failed and the industry abandoned. The factory was afterwards burned by Benjamin Kellam and others to get the iron used in its construction.

Prior to the building of the factory, Reuben, Alpheus and Alexander Jones and a sister, who was known as the widow Cook, settled below the mouth of the Middle Creek. Reuben was captured by the Indians shortly after the battle of Wyoming, but escaped by outrunning his captors in a friendly race. About this same time Elisha Ames made a clearing on what has been since known as the



View of High Works, Basin and Eastside

David Bishop farm. The next settler of record was Benjamin Haines, who settled along the Lackawaxen, just below where Miss Francis Dillon now lives. Soon after this Robert Hanna built a mill on what was known as the "Little Manor," a tract of about eight hundred and ten acres, which in 1804 became the property of George Neldin, by whom the mill was rebuilt in the following year.

In 1810 Joseph Atkinson, grandfather of our esteemed citizen, Harry J. Atkinson, came from the Narrows, now called Kimbles, to work at Neldin's mill. When Mr. Atkinson arrived at the Eddy, as it was then called, Hanna had gone away and the only settlers were the Neldin's, the Jones', and a colored man named Prince Rose, who lived in a hut across the Paupack River. In 1812, John Atkinson was born in Neldin's house and was the first white child born in the settlement. In 1820, Neldin put up a large frame house and though it could hardly be called a tavern in the usual sense of the word, it answered all such purposes and was headquarters for travelers on their way to the Paupack settlement.

Soon after the Jones' settled at the Eddy, a road was cut from the Paupack settlement by way of Wilsonville to the Eddy. It crossed the Paupack by a ford at Henry Harmon's mill. There was also a number of trails leading from the various settlements to the different townships nearby; most of these trails lead into the Eddy settlement, thus connecting the scattered settlers with Bethany and Milford.

Neldin moved to Sussex County, New Jersey, in 1821, leaving his property in the hands of some trusted employes, and three years later the property was purchased by Mr. Atkinson and David Bishop. In 1824, Elizabeth, second daughter of Mr. Atkinson, was married to Dan McFarland. This being the first marriage in the settlement, it was a red letter day at the mill house, for guests came from miles around to celebrate the event.

During the next few years several families settled at the Eddy on the east side of the Lackawaxen, and there the first store and school was opened. The first store was opened by Jonathan Brink, grand-uncle of our townsman Sidney Brink, in 1827. About the same time a store was opened by James Philips, but after two years in business Mr. Philips closed his store and moved to Milford. Other stores opened as the Eddy section prospered, but Jonathan Brink's place of business was the general rendezvous for the lumbermen, who rafted the output of the mill to Easton and Philadelphia by way of the Lackawaxen and Delaware Rivers. It was also in an old log house owned by Mr. Brink that the first school was opened.

In the fall of 1822, James Wheeling opened a private school in Mr. Brink's log house. This house stood near the present Baschon residence at the Eddy. Wheeling had a dozen pupils, of whom the Brink's, Atkinson's and Compton's were the most prominent families.

Lumbering was the principal industry and the Eddy was now a thriving little hamlet of hustling, hardworking pioneers that greeted the engineers who came to make the first surveys for the proposed canal in the fall of 1825.

Anthracite and D. & H.

NO HISTORY of Hawley would be complete without devoting some time and space to the discovery of anthracite coal in Northeastern Pennsylvania, for while our Borough is just outside the anthracite fields it was through the discovery of coal that made necessary lines of transportation to the Eastern markets of this product; hence the Delaware & Hudson Canal, its Gravity Railroad, the Pennsylvania Coal Company's Gravity Railroad and finally the building of the steam railroad to Honesdale and the Erie & Wyoming Valley Railroad. All of which played an important part in the building of our town.

During the early years of the last century, the Northeastern part of Pennsylvania was a comparative wilderness, with its vast forested mountains and valleys almost untouched by the advancing tide of immigration which had begun to sweep by, through the Mohawk Valley, to the West.

Lumbering was the principal occupation of the people of this district, the products being rafted down the Lackawaxen to the Delaware, thence to Philadelphia, which was the principal market. The surplus earnings of the inhabitants were mostly absorbed in clearing the forests, draining the land and in the erection of houses, mills and other improvements required by settlers of a new country.

Turnpikes, or toll roads, were constructed between principal points and the stage coach was the only available means of communication by public conveyance. As far as possible the inhabitants were accustomed to use for transportation facilities, the waterways upon which they had settled, as steam railways were not yet in existence. As problems of markets and of commerce began to better the means of transportation they should turn first to the improvement of the natural channels of the streams, and later to the construction of other and artificial waterways.

The initiative of this enterprise, we are told, was largely due to the powers of observation, the foresight and energy and persistence of William Wurts (1783-1855) who, with his brothers, Charles and Maurice, were business men of Philadelphia. Without being a professional geologist or even a hunter or trapper, he was fond of taking long tramps and excursions through the valleys and along the streams of Northeastern Pennsylvania, sleeping in the forest wherever overtaken by night, and subsisting on provisions from the knapsack of a chance hunter, or upon the trout which he lured from the cool waters of the Lackawaxen or the Lackawanna. As far back as 1812, while on one of these periods of wandering, he was attracted by the black stones which he noticed cropping out of the ground here and there. He became interested and believing they had value, week by week and month by month, he followed and examined these outcroppings, noting their location until he had practically traced the outlines of the great Northern and Eastern anthracite fields of Pennsylvania.

On his return from his excursions he carried specimens to Philadelphia submitting them to his brother; he finally induced them to go back with him and look over the ground. Convinced by repeated trials of its value as a fuel they began the tedious struggle to convince others, and to establish it as a marketable commodity. They labored under adverse circumstances, often defeated, but never giving up. Their frail rafts upon which they attempted to embark a few tons of coal were driven by the currents against projecting rocks and sunk, and when with a few tons, they finally reached Philadelphia, their hard won cargo was condemned as being of little or no value. But lands were then of little value in this almost inaccessible wilderness where the deposits of coal were found.

Extensive purchases of lands, whose values afterwards rose to hundreds and thousands, were made by the brothers at prices ranging from fifty cents to three dollars per acre. The almost incalculable value of this discovery may be shown by reference to (Coalage), who limits the anthracite area of Pennsylvania to about five hundred square miles, embraced in three regions, the Schuylkill or southern, the Lehigh or middle and the northern covering the Lackawanna, Wilkes-Barre to Carbondale. The production now is very largely controlled by great mining and carrying corporations. From the commencement of the industry in 1820 with a shipment of three hundred and sixty-five tons, it is estimated that more than as many millions of tons have been marketed from this district. With the area of this variety of coal in the United States so limited, and the

absorption of territory so rapid and wasteful it is thought that within a very few years anthracite coal will become a luxury and command its price as such.

The General Assembly of Pennsylvania at the session of 1822 and 1823 passed an act to improve the navigation of the Lackawaxen River, which was, in effect, a charter, to empower Maurice Wurts to clear out and improve the channel, to establish dams, locks or canals to make good descending navigation, complete a system of slack water navigation at his discretion and to establish tolls with various limitations and restrictions for a period of thirty years. A clause providing for resumption by the state thereafter was repealed in 1852.

This was closely followed by the passage of the original act of incorporation of "The President, Managers and Company of the Delaware and Hudson Canal Company" by the Legislature of New York on April 23, 1823. The charter authorizing eleven commissioners, to receive subscriptions to the capital stock of the enterprise, in shares of one hundred dollars each. Upon the subscriptions of two thousand shares, the commissioners were to become a "body politic and corporate" under the name of "The President, Managers and Company of the Delaware and Hudson Canal Company."

They were authorized to construct a canal of suitable dimensions with all necessary appurtenances, including river feeders, from a point on the Delaware River, through Orange, Sullivan and Ulster Counties, to a point on the Hudson River, to maintain the canal and collect tolls, not to exceed eight cents per ton mile for coal and half that rate for other commodities. Broad powers of increase of capital stock, at the discretion of the managers, appears to have been likewise given them. They were further empowered to purchase from Maurice Wurts his rights under the Pennsylvania act, to improve the navigation of the Lackawaxen River and to purchase his or other coal lands lying adjacent. Another statutory act was secured on April 1, 1825, from the state of Pennsylvania permitting the company, with the consent of Maurice Wurts, to improve the Lackawaxen and to operate the canal thereon and charge tolls, as provided in his concession, on filing with the Governor their acceptance of the act before July 1, 1825.

The banking privilege granted the company by the state of New York, however, was forbidden to be exercised in Pennsylvania. An amendment to the charter was at once secured on April 20, 1825, from the New York Legislature, giving the company the right to contract with Maurice Wurts or the owners of the Lackawaxen

concession, and later, on June 21, 1825, the formal acceptance was signed and they duly completed their surveys and estimates and reported to the Managers.

Several corps of engineers were at work on the various routes under consideration. One route was to go up the Delaware River from Lackawaxen to Deposit, New York, then cut across country to the coal fields, another was up the Wallenpaupack, but the falls had to be taken into consideration. Engineer Sullivan in reporting this route said, "This stream, the Wallenpaupack, at the distance of one mile from the Lackawaxen has high falls; and noble mill privileges. Nothing of its kind can be found in this section. If the power were all judiciously applied it would move all the machinery in New England. Above Wilsonville the stream is gentle and deep for fourteen miles through a rich and well cultivated country." Another route was up the Middle Creek "which heads even nearer the coal mines than Keen's pond and may possibly afford a shorter and better route than the West branch." Engineer Benjamin Wright recommended the construction of an independent canal throughout, instead of a canal simply between the great rivers and slack water navigation in the Rondout, Delaware and Lackawaxen Rivers. The canal to be constructed from the headwaters of the Lackawaxen to the Hudson River. Between the Wurts mines, then at Carbondale, and the headwaters of the Lackawanna River is a mountain or series of high hills called the Moosic. Although lakes and ponds are scattered among the lower levels of this mountain, the region is unfavorable to the construction of a canal and Mr. Wright recommended that a railroad be built; on this subject he said in his report: "There remains then only a good road or a railway—the latter I think preferred."

The Managers examined the coal mines and the several routes proposed, and after deliberating upon the whole matter decided to prosecute the work as recommended by Mr. Wright. Adopting the valley of the Rondout in which to locate the canal from the Hudson to the Delaware River and purchasing from Mr. Wurts' company, then known as the Lackawaxen Coal Company, its coal mines and rights and privileges in Pennsylvania, for which they paid \$40,000 in cash and deferred stock to the amount of \$200,000 which was to bear dividends. The line was divided into sections of a half mile each. Much time was spent on preparing estimates, but seventeen miles were advertised to be let on July 13, 1825. On December 6 the last contract was signed for the line between Eddy's factory on Hudson tidewater and Montgaup, on the Delaware, a distance of

sixty-five miles. From the termination of the line under contract to the mouth of the Lackawaxen was a distance of about fifteen miles.

On April 8, 1826, the Legislature authorized them to connect their mines with the canal by railways, providing such railways should not obstruct public highways. During March, 1827, the Delaware River section was urged forward, but inclement weather deferred its completion till the following season. The Lackawaxen section, as far as the forks of the Dyberry (now Honesdale) was placed under contract. This terminal was seven miles short of that originally planned, but economy demanded the change. A railway was projected from this point to the mines at Carbondale, about fifteen miles. In the meantime good turnpike roads were constructed by the company between the mines and the canal terminal and wagons were used temporarily to bring coal down.

Unforeseen delays occurred in the construction of the Delaware to Hudson section. The banks were not well settled, or were made of porous earth and coarse gravel, permitting excessive leakage, and repairs were tedious. Water was finally admitted late in the season of 1827 and some boats passed from the Hudson to Honesdale carrying lock irons and weighing machines to be used at that point. A few boats only extended their trip to Wurtsborough, forty miles from tidewater. Labor employed on construction was drawn from adjacent industries, few supplies were provided, for market wagons had transported all articles which would bear the expense and, as we are told, public expectation was greatly disappointed. Hough's New York Gazette (1872) says the canal was considered open for use in October of 1828. We are told elsewhere that Phillip Hone wrote to the President of the New York Senate, stating that the canal would be opened on October 10, 1828, and invited a committee of the Senate to accompany the Managers from Honesdale the first boats loaded with coal that would pass through the canal. This invitation was not accepted, but this did not delay the first passage of coal over the canal, as the Managers left Rondout for Honesdale on October 16, 1828, in the "Orange Packet," and upon their arrival were given a reception by the citizens. This packet and the boats accompanying it were the first to navigate the canal for its entire length. Engineer Jervis says, "In the autumn of 1829 there was some navigation on the canal and a few hundred tons of coal were transported to tidewater." President Wurts in his annual report in March, 1833, says, "The canal of this company was opened for navi-

gation in October, 1829." This may be regarded as conclusively fixing the date of opening.

The canal was one hundred and eight miles long, thirty-two to thirty-six feet wide at the water line, twenty feet wide at the bottom, and the minimum depth of water was four feet, affording capacity for boats carrying cargoes of not more than thirty tons. It was carried across the Rondout on a stone aqueduct supported by two arches, across the Neversink by wooden trunks on stone piers and abutments, and across the Delaware at the confluence of the Lackawaxen by means of a dam and slack water, and it was spanned by one hundred and thirty-seven bridges. From tidewater the canal steadily ascended for thirty-five miles; then its course was level for slightly more than sixteen miles. It then descended fifty-eight feet and rose again thirty feet, all in Orange County, and reentering Sullivan County ascended steadily for the remainder of the distance in New York State. After entering Pennsylvania it ascended continuously to Honesdale, where its altitude was nine hundred and seventy-two and one-half feet. These ascents and descents were accomplished by means of one hundred and ten locks having lifts ranging from eight to twelve feet, the average being ten feet. These locks were seventy-six feet long and nine feet wide and those on the Kingston to Port Jervis section were made of hammered stone. On December 5, 1828, a squadron of boats from Honesdale arrived at Rondout. The first of these boats had on board ten tons of anthracite and ten others, similarly laden, followed in a slow line. The first cargo of the company's Lackawanna anthracite reached the city of New York by the sloop "Toleration" five days later. The price of this coal delivered, as fixed by the Managers on December 17, was \$10.50 per chaldron, or something over \$8.00 a long ton.

So the canal was opened and as anthracite became more popular as a fuel the business increased. In 1848 it was widened and made deeper in order to accommodate the one hundred and forty-ton capacity boats. Up to this time the boats in operation carried from twenty to fifty tons, and many of them were made in two parts commonly called "Squeezers." The business steadily increased until the building of the branch of the Erie from Lackawaxen to Hawley, and on the completion of this branch, after much litigation, the Pennsylvania Coal Company began shipping their output from Hawley to tidewater by way of the railroad and the canal's tonnage began to drop. Finally on November 5, 1898, canal boat number 1107 was loaded and cleared at Honesdale, Pennsylvania, and this

was the last boat carrying the company anthracite to pass over the canal. On February 23, 1899, formal sanction was given to the abandonment of the canal by the adoption of a resolution "That the company cease to operate its canal," and on June 13, 1899, the canal from Honesdale to Rondout was sold to Mr. S. D. Coykendall, President of the Cornell Steamboat Company, for ten thousand dollars with all franchises, rights and privileges.

The Delaware and Hudson Canal, physically considered, had served its wise purpose in the economy of human progress. The slender thread of its stream which in other days bore riches to those who by wisdom, integrity and shrewd business management upheld its growing fortunes, peopled its valleys, planted cities and towns in place of forests, and scattered with lavish hand the blessings of civilization and commerce along its entire line.

From 1830 to 1847

WITH the opening of the Delaware and Hudson Canal (1829) the busy little hamlet of Paupack Eddy soon took on the appearance of a small village, and stores carrying necessary supplies for those engaged in canaling and its operation began to open along the route from Bryant's lock to Heintz's, just west of where R. H. Phillips now lives. Most of these stores were located on the lower East Side. With the opening of the Oswego and Milford turnpike in 1833 a road was laid out from Paupack Eddy, through what is now the Borough of Hawley, and on through Marble Hill to intersect with turnpike. This new highway and the traffic on canal brought to the Eddy more travelers, and in 1838 Joseph Atkinson erected and opened the first tavern near the present lower depot, which became the principal hostelry and remained so until 1850, when the present Eddy Hotel was built and Mr. Atkinson took charge of that. About this time the first post office was opened (1837) with James S. Bassett as the postmaster, and the office was officially known as Paupack Eddy, Pennsylvania. This office was located on the east side of the Lackawaxen River and was, a few years later, removed to the west side of the river, when Orrin Hall became postmaster and moved the office into his store, which was located in the residence now owned by W. B. Ammerman. In the early forties there was considerable talk and much surveying of different routes to reach the anthracite coal district in and around what is now known as Pittston without going to Carbondale and down the canal from Honesdale. As early as 1838 a charter was



View of Paupack Eddy



The Lackawaxen at West Hawley

granted to William Dimmock and other citizens of Honesdale, known as the Washington Coal Company, through which they came in possession of vast acreage in and around what is now known as Dunmore, and which had been the property of William and Charles Wurts of Philadelphia.

By the close of the year 1847 the route of the eastern portion of the road was determined upon and a point at the junction of the Middle Creek with the Lackawaxen selected as the terminus. Here a large and modious basin was constructed in connection with the Delaware and Hudson Canal. The construction of this basin brought many more laborers and mechanics to Paupack Eddy, and the village began rapidly to grow westward along the line of the canal toward the new basin being constructed. The charter of the Pennsylvania Coal Company was granted by the legislature of the state of Pennsylvania in 1838, and it was under this charter that the actual work began. The officers of this company were as follows: Irad Hawley, President; John Ewen, Treasurer; and E. J. Hawley, Assistant Treasurer.

About this time there was much discussion about the name Paupack Eddy, and in the next few years the postal authorities changed the name of the local post office at least three times. On March 7, 1848, Mr. William C. Conklin, then postmaster, received from the department a letter reading in part, "The name of your post office has been changed to Falls Port, Pennsylvania, by which name only will it be hereafter officially known."

The plan of the Pennsylvania Coal Company to bring their coal to this place, to be moved by the Delaware and Hudson Canal, gave a boom to the section where the basin was in course of construction, and the building of docks for the transferring of coal to the boats. In November, 1849, the post office was changed to the Hicks Building, located on the lot above the present Leonard Knitting Mill on Spruce street, and H. B. Hayes appointed postmaster to succeed William B. Conklin. During the term of Postmaster Hayes the name was changed to Hawleysburgh. In 1851, with the accession of Mr. Patrick Jordan to postmaster, the last syllable was dropped, and the name became thereafter Hawley, Pennsylvania.

This name was given the community in honor of Irad Hawley, the first President of the Pennsylvania Coal Company, and his son, E. J. Hawley, of Ridgefield, Conn., wrote as follows of him: "I cannot but feel justly proud of my father's connection with the Pennsylvania Coal Company, and the record he established as its

first President, and likewise the fact that a town in Pennsylvania was named after him.

"His birthplace was in Ridgefield, Connecticut." In the records of the Seventh Regiment appear his portrait and a sketch of his life, as he was identified with the creation of the National Guard.

"In his early career as a merchant he was associated for many years as a partner in the firm of Holmes, Hawley & Company, a leading house in the West India trade. He died while visiting Rome in 1865, and was buried in Greenwood."

Besides the basin and necessary docks for transferring coal from cars to boats it was necessary to build car shops, repair shops, store houses and other needed buildings for the handling of the company's business at this point, the eastern terminus of the proposed railroad, and this work was started immediately.

The course of the Lackawaxen River was changed. A wall was built beginning a little west of where the Erie Garage now is located, extending down stream several hundred feet and the earth taken from the basin thrown against it for support and to make space for engine house, screens, elevator, etc.

The Ewen House, a hotel of fifty rooms, was erected where F. F. Swingle's store now stands, a store house or freight station was built on the opposite bank of the canal. The shops for the building and repairing of cars all centered in this particular location and gave a wonderful boom to this section.

There was a great influx of laborers and mechanics. Abram Snyder took charge of the car-shops; Morveldon Plum was engaged to put up the trestle works, and Mordeica Simons had charge of building offices, store houses and all other necessary buildings for the storage of property. George F. Wilber was the General Superintendent in charge of all construction. Among the "old settlers" who came about this time to engage in this work were: E. C. Moore, Peter Decker, Henry Beilman, George Grossbinder, Thomas Orr, William Hapeman, Frank Conlon, Joseph Murnin, Jonathan Randolph and Joseph Klingler. All these men located on the East Side, built their homes and passed the rest of their lives in the community.

The Ewen House, mentioned before, was built by the company and named in honor of General John Ewen, Treasurer of the company at that time, who afterwards became President of the company and remained in that capacity for nearly twenty-five years. This hotel was the largest building in Hawley for a number of years and was destroyed by fire in 1876.

About that time the tide of Irish immigration was high and the men folks found plenty of work in railroad and canal construction. West of the bridge crossing the Middle Creek, now west end of Hawley yard, was a row of small houses occupied by Thomas Corcoran, Patrick Grier, the Macks, Mrs. Quinan, and the O'Boyles. About two hundred feet above started another row with the Phillips, Mularkey, Michael Dunegan, Mangans, Hopkins, Micheal Golden, Loughneys, and Richard Keegan. Houses were going up by the dozen. Shouses were tearing out hemlock and delivering it for eight dollars per thousand feet, and it was not long before the side hill was covered with little homes to shelter the hardworking masses. The Reaps, Corcorans, Launghneys and Farrells took the top of the hill. The community was purely and exclusively Irish and almost to a man from the same place, so that it looked as if a piece of County Mayo had been picked up and nicely placed on this hill of Palmyra. Patrick Johnson, father of William E. Johnson, arrived with a new outfit, but as he was a "far-down" he was obliged to locate on the East Side along the canal. Here also you could see the wakes, christenings, marriages, funerals, and other fetes of the old country just as they were at home. But a careful review of my own life and recollection of those early days I doubt if there has been ever a period in life when we had a greater amount of happiness than fell to our lot in those pioneer days. Everybody had work—plenty of it. Nobody was afraid of being discharged Saturday night account of overproduction. Good health generally prevailed. Some fever and ague was brought in from the malarial districts along the newly made railroad, but the good Dr. Stearns soon eradicated the disease. There were no cliques in society and no aristocracy. No envy because certain men were getting rich while others were poor. No heart-aches because one neighbor had a better furnished house than another. And women had no worry because they had nothing to wear. There was genuine hospitality, genial and well-wishing neighbors, enjoying the plain fare and few opportunities surrounding them. We lived down to the barest necessities of life in those days and learned that our real wants to make us happy are not so many. And so these sturdy exiles hewed their way and wrung part of their existence from the rough stony soil of that side hill. Their educational advantages were limited, having a free school only the four months that navigation on the canal was closed, still it was the high resolve of parents that their children should receive as good an education as possible, a privilege denied them in their homeland, and their descendants have shone



Old Time Picnic Party Leaving Hawley

in the educational and commercial world. They have distinguished themselves in the professions of law, medicine, surgery and ministry, as is shown in the following chapters devoted to biographies of men who have attained high standing along their special line of work who were born and reared in Hawley.

Pennsylvania Coal Company's Gravity Railroad

THE Pennsylvania Coal Company's Gravity Railroad from Port Griffith to Hawley was completed in the spring of 1850, and the first coal was sent forward in May of that year. During the season 111,014 tons were sent forward; the newly opened mines at Dunmore and Pittston not being capable of greater production. In the following season (1851) 316,017 tons were sent forward, which was about three-fourths the quantity shipped by the Delaware & Hudson Canal Company during the same year.

The Gravity Railroad consisted of two tracks, the loaded and the empty track, each forty-seven miles long extending from the Delaware & Hudson Canal Company's Basin at Hawley to Port Griffith, located on the North branch canal and the Susquehanna River. At points along the route the distance between the light and loaded track was as much as a mile apart. The road was operated by gravity, each track being constructed with grades descending in the direction of traffic. The cars were elevated to the summits of these grades by inclined planes worked by stationary power, either water or steam, and then moved at regulated speed down the "level" without the use of locomotives or horses. There were twelve ascending planes on the loaded track between Port Griffith and Hawley and ten ascending planes on the light or empty track on the return trip. The longest descending plane on the loaded track was a little over fourteen miles long and the longest on the light track over twenty miles long. There was twenty-two power houses in all, the first on the loaded track at Port Griffith and number twelve, or the last on the loaded track, at a point about where now stands the Gravity depot. The first plane for return of empty cars was number thirteen, and began on the right bank of the Lackawaxen, near where the Erie Railroad now store their coal for engine supply. Most of the planes were operated by steam, but numbers thirteen, fourteen, fifteen and sixteen used water wheels.

The company had over nine hundred coal cars in operation besides cars for moving other commodities, and that number was being increased daily at the rate of six to eight cars which were

turned out by the car shops at Hawley. The coal car was an oblong box ten and one-half feet long by three and one-half feet wide and would contain about five tons of coal. This box or body of the car as it was called rested on two four-wheeled trucks inside the wheels. A cast iron plate was spiked on the top of the truck frame fitting into a similar plate secured to the bottom frame of the body. The wheels were open and loose on the axles and held in place by a collar forged on the axles. About four inches of both ends of the axles were lathe worked perfectly smooth and rested into a half round piece of brass fastened to the under side of the truck frame. Grease or oil pans were placed along the track four miles apart, with a brush attached to either end of an iron rod held in place by springs with an upright piece of sufficient height to strike the axle and thus dip the brush into the oil, fly back and strike the brass or the part of the axle bearing on it. Not a fourth part of all cars was equipped with brakes, and the men would carry six or eight puddle sticks, as they were called, to be used when handling cars without brakes. These sticks were shaped like a potato masher with a hole in the small end through which they run a wire with which to carry them. The brakes were a series of levers on the outside of the car and one on the end which the brakeman pressed down with his weight and held there by a ratchet until released.

The track was made of cross ties or caps, as they were called, placed ten feet apart. The width of the track was four feet three inches. A piece was cut out of the caps to admit a hemlock timber six by eight inches which timber was twenty to thirty feet long to reach three or four caps. A piece of beechwood cut two or three inches wide and seventeen or eighteen feet long was spiked on to the hemlock timber and a strap of iron three inches wide and one-half inch thick was spiked on this "ribbon." The spike holes were countersunk and two and a half feet apart. The ends on the iron strap were dovetailed so as to make one continuous piece.

The planes or inclines were at first equipped with hemp ropes three inches in diameter, but on account of expense and cost of repairing was soon displaced by a wire cable one inch in diameter. When the cable was first put in service it was wound around two large cast iron wheels which were held by a piece of shafting attached to the power. At an equal distance apart a cone consisting of four links was placed in this cable so that one was at the foot of the plane when the other was at the head. On the loaded track a man was employed to attach the cars to this cable. Five loaded cars were hoisted each time and they were taken care of at

the head of the plane by a man employed for that purpose. On the light track or track on which empties were returned the carmen did this work and eight cars were lifted each trip. The cars were fitted with a single link on one end and a link and hook on the other, in this way the entire train was linked together. A chain four feet long, made of inch iron with a hook on either end was supplied for every five cars. With this chain or "sling" the cars were drawn up the plane. One hook was attached to the cars and the other to the cone in the cable before described, and when thus hooked the engineer applied the power and the cars "hoisted" at a good rate of speed. An automatic signal notified the engineer when the first car of the trip reached the top; the cable was then slowed down, the headman or runner would catch the hook that was in the car with his right hand and as soon as the slack permitted, loose it from the car, give it a sort of a half twist which would throw the other hook from the cone, step out of the way of the cars, give the chain a throw that would raise it in the air, catch the second hook with his left hand and throw both on a cleat which was nailed in the side of the car to receive it, then proceed to the next plane, repeat the operation until the round trip was completed, which required from ten to twelve hours. The men were paid for the number of loaded cars delivered at Hawley. Empties were returned to the mines free.

The water of the Middle Creek was brought in at a suitable elevation to form a water power sufficient for the operation of the foundry, machine shop, hoisting, screening, and otherwise preparing coal for market. A dam was built in the Middle Creek at nearly the west end of Marble Hill as it now is. A little "canal," as we called it, was constructed from this dam to the foot of number thirteen plane. A large water-wheel was located near the shops to produce blasts for the foundry and operate the machine and other shops. Another wheel was located at the foot of thirteen for hoisting cars. This wheel was in charge of Pat Kennedy. The "Little Canal" was ten to twelve feet wide, two and one-half feet deep and was supervised by Lawrence Roach. Unfortunately Mr. Roach had one artificial leg and was hardly able to cope with the youngsters of the "Hill," who would put down the gates that they might get the fish that would school near the spillway. They would also put boards in the canal on which to learn to swim and otherwise obstruct its course.

The railroad from number six plane, Dunmore to Hawley and return, was operated by twenty train crews. Each crew consisted of

three men, a car-runner and two assistants. The car-runner rode the rear end of the train and kept a record of the number of loaded cars brought to Hawley and to see that an equal number of empties were returned to the mines. The railroad was operated six days a week from 6 o'clock in the morning until about sunset. The train crews lived along the line at various places and a day's work consisted of starting the train, either loaded or light, from their place of abode in the morning to the end of the line and back to their home before dark.

The first Dunmore train was manned by Milton Decker, John Parker and Edward Quinn.

Second Number Six: Henry Conn, Washington Spangenberg and William Brundage.

Number Nine: William Oeksendrader, John Snook and Henry Snook.

First Number Eleven: William Biesecker, Wells Benjamin and Charles Benjamin.

Second Number Eleven: John Burns, John Collins and George House.

Third Number Eleven: Columbus Hubbard, William Hammond and F. M. Gaylord.

First Number Twelve: Alexander Correll, Orrin Correll and Alfred House.

Second Number Twelve: Daniel Buckland, James Dowd and Abram Swingle.

Third Number Twelve: Samuel Hetzel, Peter Hetzel and John Hafler.

Number Twelve Level: John Sampson, Hayden Sampson and Isaac Male.

First Hawley Crew: Abram Kirby, Henry Vaughn and David Bishop.

Second Hawley Crew: Frank Enslin, Cornelius Shaffer and George Turner.

Third Hawley Crew: Jehil Nicholson, Thomas Finan and John E. Roach.

Number Seventeen: Lewis Arnold, John Hawk and Arnold Almon.

Number Eighteen: Allson Vandervoort, Jacob Curtis and Lyman Swingle.

Number Nineteen: Albert Sheldon, George Foote and Henry House.

Number Twenty: Henry Masters, Orlander Brown and William Masters.

Number Twenty-One: John Heiney, John Vangorder and Allison Secor.

Second Twenty-One: Dudley Waters, David Frost and John Waters.

This list makes up most of the original trainmen that came into Hawley. Among those that I remember who were also trainmen at that time were the following: At number six: Frank Secor, John Bevers, Byron Mott, Warren Grant, Eber Branning, Thomas Duffy and David Brink. At number nine: Michael Malia, Watson Swingle, Philander Moon and James Black. At number eleven: Elijah Swingle, Jasper Kiser, Robert House, Merritt Swingle, Leander Swingle and Finley Swingle. At number twelve: George Shaffer, George Correll, John Correll, Q. M. Curtis and James Swingle. At Hawley: James Vandemark, Wesley Vangorder, Oscar Stone, and John Van Camp. Second Hawley: Victor Stone, George Teeter and Oscar Kirby. Third Hawley: Milton Turner, Louis Spall and James Compton.

There were many others who from time to time worked on the road, but to the best of my recollections the above names are those who were in line of service earliest and longest.

The engineers and firemen in charge of the stationary engines, Dunmore to Hawley and return, were as follows:

Number Six: Alonzo Ellis, Charles Bradley and William Stanton.

Number Seven: William Clark, Patrick Gratton and Asher Butler.

Number Eight: John Butler, William Snyder and Hugh Donnelly.

Number Nine: Moses Curtis, John Carney and Edward Fitzpatrick.

Number Ten: John Jones, William Morgan and Isaac Smith.

Number Eleven: Robert Wesley, John Butler and William Young.

Number Twelve: William Green, Reuben Ames, James Bigart and Bart Swingle.

Number Thirteen: William Chambers, Byron Davis, William Bigart and William Mills.

Number Fourteen: John Bigart, Byron Davis and William Bigart.

Number Fifteen: Jacob Ames, Ezra Swingle, Charles Brower and Lorin Davis.

Number Sixteen: John Scragg, Patrick Brown and William Hand.

Number Seventeen: Charles Harding, Patrick O'Hara and Abram Kirby.

Number Eighteen: Charles Bradley, Samuel Elston and Thomas Nicholls.

Number Nineteen: Giles Green, Charles E. Mills, William Hand and Lewis S. Laubscher.

Number Twenty: George Brown, Barton Swingle and Dave Mann.

Number Twenty-One: William Brown and James Brown.

The machine shop was under the management of Mr. Stuart. Oscar Freeman was in charge of the blacksmith shop. George B. Hardenberg and Brien Feeley were foremen on the docks. The boat loading was under supervision of John Connell, William Roach and John Curran. The coal pile, which was the accumulation of coal at Hawley during the winter months while navigation on the canal was closed, was in charge of Patrick Hoban. James Murphy was the boss boilermaker.

Mr. Murphy was a little more than six feet in height and was the standard by which houses were built on the "Hill." Any house in which he could stand with his hat on, was high enough for the family.

Mr. A. H. Vandling was the superintendent of all coal operations in and about Hawley. Mr. James Archabald was the General Superintendent, dividing his time between the Pennsylvania Coal Company and Delaware & Hudson Canal Company. Mr. John B. Smith was in charge of all machinery. In 1854 Mr. Archabald resigned and Mr. Smith was given general charge of the entire interests of the Pennsylvania Coal Company in Pennsylvania, up to the time of his death in 1895. At that time his son, George B. Smith, was appointed to fill the vacancy thus made as General Superintendent and continued as such until the sale of the company to the Erie Railroad Company in 1901.

Hawley by this time was a thriving village and was practically divided into four sections. The original Paupack Eddy section across the river and canal from the lower East Side, the section that is now known as Marble Hill; the section which is now the principal business section of our borough, which at that time was known as the "flats," and the East Side from where Thomas Oldfield's resi-

dence now stands to the Eddy along the route of the canal. This section was the principal business center of the community and along this route were many stores, small hotels, and necessary shops to meet the demands and wants of the people employed on the canal, the gravity and around the docks. There was about this time considerable traveling between Hawley and the county seat at Honesdale, and an organization of Wayne County men constructed what was then known as a plank road from the covered bridge at Honesdale to the Eddy Hotel in Hawley along the route of the canal. This type of road was constructed by laying stringers about every ten feet with planks of rough hemlock about three inches thick on top of these stringers and spiked fast. The road was about twelve feet wide. There was a toll gate just the other side of the present western borough line kept by James Oldfield, grandfather of Thomas Oldfield, and another one near the East Honesdale station. In this way revenue was derived to pay for the construction of the road.

The Ewen House, a hotel of more than fifty rooms, stood where F. F. Swingle's store is now located. This hotel as mentioned before was erected by the Pennsylvania Coal Company for the accommodation of the traveling public and for their own use at various times during the year. Early in June each year the Pennsylvania Coal Company held their annual meetings in Hawley. These meetings were held in their office, which is the building now occupied by George Kohlman. These meetings brought a large number of out of town guests to the village and they were entertained at the Ewen House on these occasions which were gala events. A brass band would be brought from Dunmore, and fireworks would be displayed in the evening. There would also be a grand ball at this hotel. On the corner where Leonard's Knitting Mill now stands was a large grocery and dry goods store owned by Uriah Mills & Son, with meat market in the basement, run by Dick and William Freethy; the Hicks building was next door with a millinery store run by Ezelma Richardson on the first floor, tenants on the second floor and a large hall on the third floor for public meetings, shows and whatever attractions came to town; in the rear of this building was a livery and exchange stable with blacksmith shop attached, owned and operated by James Thompson, grandfather of George Thompson; a restaurant was next to the Mills store kept by John Powell; then we had Charles Spicher's barber shop, where Charles and William Schardt learned their trade; Mr. Ira Daniels had a general store in the next building; part of the building was used by Isadore Kastner as a meat market, and there was a pool and billiard parlor up-



Eddy Hotel

1214117



D. & H. Canal Pay Master's Boat

stairs; William Scholl had a large bakery in the next building, this building was erected by the father of William Ferber, who afterwards moved to Honesdale; Morris Freeman had a clothing store in part of it. The next building was owned and operated by Michael Tighe, who had a general store with exchange stables attached. The stables were in the rear and extended to Prospect street, on the property recently purchased by Charles Monie; then came the store and stable kept by John Kannittle, Reinhard Warg had a shoe repair shop in part of this building; the Barrett store and stables occupied the next lot; the Hawley house, a large boarding house, built by Patrick Carr, was next in line and for many years operated by his son, Peter Carr; stables were connected with this inn and it was a popular social center for out of town boatmen. Then came Patrick Bohan's General Store with stables adjoining. D. C. Martiness, tailor and soft drink vendor, was located in the next building. Then we had next the store and stables of Thomas Gaffney, grandfather of Martin Gaffney; Samuel Brothers had a clothing store in part of that building; Mrs. Fralich, mother of Jacob Seidler, operated a large bakery in the next place; a baker named Gottlieb Ammour was in charge. Next was Jake Williams' place, the ground floor occupied by Fowler & Baschon, blacksmiths, with a hardware firm, Smith & Dixon, on the second floor. There was then Edward Padden, Casper Nichols, Kane & Fitzpatrick, all business places. This entire block was destroyed by fire in 1864 and was the first large conflagration experienced in this community. A number of the buildings were reconstructed immediately, Curtis & Evans occupying the corner; Joseph Murnin put a tenement house on the next lot; John Weber, a place of business and dwelling next; then Scholl's bakery and store; then Michael Tighe; next came Patrick Bohan's and the rest of the block as it now stands.

After this fire many of the business places took up their abode on Main avenue and Church street, as the coming of the railroad from Lackawaxen with the station located near where the present West Hawley station stands pointed to that particular part of the village being more centrally located.

In 1861 Jacob Ames opened a general store in that section of the town; Charles V. Taft, dry goods and groceries; Richard Teeter opened a furniture store; William Sering had a furniture store on River street; Patrick Barrett had a general store on this same street, as did James Hoban, Thomas Ruddy, and Thomas Managan.

On what is now Main avenue, besides those mentioned above, John Mayer made cigars, John Weinss had a boot and shoe repair

shop; James H. Murphy had a wholesale and retail liquor store; James Murray had a blacksmith shop and large livery stable; and Fred Nell a meat market.

The Wayne County Hotel was built a few years before and the Hawley House, another hotel, was located on the Bishop estate in the house owned by the Matter Brothers and located directly across from their present place of business. James Weldon in 1850 erected another public house in Hawley known as the Stone House and now occupied by Joseph Murray as a residence. Mr. Weldon married Mary Stanton and before locating in this community paid a visit to Scranton with the idea of locating there, but was much dissatisfied with its location and decided to build in this village. The building is constructed of native blue stone quarried just above where the house now stands. It was continued as a tavern for more than fifty years.

Besides the twenty coal trains before mentioned operated on the Pennsylvania Coal Company's Gravity Railroad between Number Six (Dunmore) and this place, two passenger trains were operated; one leaving Dunmore in the morning and making a return trip to that point, and one leaving Hawley about the same time, also making the return trip. Robert Headley was the first conductor on the Hawley train and James Fitzpatrick was his brakeman. After Headley, Chester Potter ran the train for a number of years and was succeeded by John Brink, who continued as conductor till the Gravity was abandoned. Peter Seigel was in charge of the other passenger train for a number of years and was succeeded by Charles Elston, who continued in this service till operations were ceased on the Gravity road.

Each pioneer passenger train consisted of two passenger cars similar to the one now placed in front of the West Hawley station. Each coach seated about twenty people and the trip was made one way in about two hours. The coach now placed in front of the local railroad station was presented to the people of Hawley by John J. Mantell, then Superintendent of the Wyoming division of the Erie Railroad, on July 4, 1915, as a memento of early railroading and the Gravity railroad.

In 1865 Stanley Gaines, a veteran of the Civil War, came to Hawley and became local Superintendent of the Gravity railroad and the Pennsylvania Coal Company's holdings in this section, succeeding A. H. Vandling. Mr. Gaines was of mechanical turn of mind and at once began many improvements on some of the old methods then in practice. He remained in charge up to the time of his

death on September 17, 1882. Mr. Gaines brought with him Monroe Thorpe, a telegraph operator, who took charge of the key in the company's local office. This was the first telegraph office in the community and was followed in 1867 by the Delaware and Hudson Canal Company installing telegraph in their local office and along their line by Charles Peterson. The first operator for the D. & H. was Jessup Lord, followed by Lew Bishop, Dewitt Gemung and William Quinney. The latter continued with the company till the close of the office in 1898.

Michael Corcoran was a track foreman for the Pennsylvania Coal Company and had charge of what was known as Number Thirteen level. The Corcorans, the Laughneys, Reaps and Farrells were from Killala in County Mayo, Ireland, where much of their time was given to fishing for pleasure and profit. They were not long in their new country when they found good fishing in the Paupack River at Wilsonville, where they would go to buy lumber for building and slab wood for fire. A story is told of the Corcoran brothers, for which we cannot vouch at this time. One Sunday morning preparing for their weekly trip, Jack could not find his fishing pole, which one of the children had misplaced. Patsy became impatient and said, "Botheration with the pole, bring the creel and a shovel with ye, and hurry up, we must be back for first Mass."

Building of the Erie Railroad Branch Lackawaxen to Hawley

FOR the next ten years Hawley experienced an era of prosperity (1850-1860), and the village began to expand in all directions. There was plenty of employment for all those who desired to work and the community was an attraction for mechanics and laborers, many of whom made the place their permanent home.

About this time (1850) Mr. J. B. Fitch became General Superintendent of the Pennsylvania Division of the Delaware & Hudson Canal Company and erected the home now occupied by his grandson, our esteemed townsman, Ralph F. Martin.

The work of widening and deepening the canal had been completed and the small boats, commonly called "Squeezers" and carrying from twenty to fifty tons, were superseded by boats of much larger capacity. Up to this time most of the boats had been built at Honesdale and good boat yard sites were not common, as there should be a space fairly level upon which to build the new boats, near enough to the canal for launching and connected with it must

be a place where dry docks can be built so as to be filled with water from the canal, allowing a boat to float into it when full and also permitting, when the gates are closed, the egress of the water, leaving the boat high and dry upon the stocks where the workmen can get at it for repairs.

Mr. Levi Barker, who was employed as a boat builder for Christopher C. Lane at Honesdale, saw the advantage of such a location at Hawley, opposite the present residence of George Kohlman, and early in 1849 erected a boat yard in that place, accepting a contract from the Pennsylvania Coal Company for twenty-five of the large, deck type, boats with a capacity of about one hundred and forty tons. This was the beginning of an extensive business which employed a number of men at Hawley, many of whom were skilled mechanics. For almost forty years Mr. Barker continued in the boat building and repair work at Hawley and during that time it is estimated that at least six hundred boats were constructed at a cost of from fifteen to eighteen hundred dollars each.

In the meantime, however, things were not moving along agreeable between the Pennsylvania Coal Company and the Delaware & Hudson Canal Company. The agreement entered into by the two companies, by which the coal forwarded by the Pennsylvania Coal Company was sold to the Delaware & Hudson Canal Company was not agreeable to the first company. The Pennsylvania Coal Company conceiving that this agreement bore upon its interests unequally, terminated the agreement on the first of May, 1852; soon after the opening of canal navigation for the year. Difference of opinion arose as to the rightful interpretation of the original contract, and the question was referred by the Delaware & Hudson to the courts of Pennsylvania and New York for decision, thus beginning a litigation which lasted for several years. It was finally decided in favor of the Pennsylvania Coal Company, but while it was on foot the company, in view of the extensive litigation then pending and the unpleasant relations growing out of it, and partly with a view to increasing their business and securing the advantage of winter transportation, determined to get another outlet to market their coal, and accordingly concluded a contract with the Erie Railroad Company to build a branch railroad from their main line at Lackawaxen to Hawley and a permanent arrangement for the transportation of their coal over the Erie Railroad to Newburg and then to Jersey City.

The history of the Erie Railroad is very interesting to read and had it not been for the local opposition, the main line of the rail-

road would have traversed through our town to the valley of the Susquehanna instead of following the Delaware River as it was forced to build. When the necessity of the Erie to enter Pennsylvania became apparent to the company along in the late forties, the people of Wayne County, Pennsylvania, knowing that the Susquehanna Valley could be reached by a much shorter route through the interior of our county than by the one from Lackawaxen through the Delaware Valley, made vigorous effort to induce the company to adopt this route, the saving in distance being estimated from seventeen to twenty miles. Meetings of the people were held and addressed by prominent men to awaken an interest in the matter that would have its influence on the Erie and on the Legislature. For reasons then misunderstood, the Delaware & Hudson Canal Company opposed the movement. It sent its friends and employes to the various meetings, and by them every plan that was proposed in favor of the Erie route was voted down, thus giving the meetings an appearance of hostility to the measure.

The litigation continued for years between the Pennsylvania Coal Company and the Delaware & Hudson Canal Company and cost each company hundreds of thousands of dollars. But in 1860 the Pennsylvania Coal Company was successful in having a franchise granted to that company allowing it to construct and maintain a steam railroad from its eastern terminus at Hawley to connect with the Erie Railroad at Lackawaxen, a distance of sixteen miles. During 1862 and the following year this railroad was constructed, and on December 23, 1863, the first car of coal loaded for movement over the Hawley Branch was weighed by Frank Hardenberg. Passenger cars were attached to the first two coal trains that were run from Hawley to Lackawaxen; James Frantz was the engineer and Charles Gorham the conductor. The coal cars were a small four-wheel concern with an iron lever for a brake on the side which the brakeman pressed down with his weight, and which was also held down by a ratchet somewhat like the Gravity cars except that they were on the end of the car. The car contained between six and seven tons of coal. The car itself weighing not more than five thousand pounds. After weighing the cars, they were hauled to the road crossing by an old calico horse in charge of Daddy Shelp, a distance of probably three hundred feet on the main track as it now is, and when the track was filled with loaded cars to rear end of coal pockets, and engine would be attached and the loaded cars drawn slowly over the scales, each car being weighed as it passed, the weight and size of coal announced by the weigh master and a

book record made by the clerk, who would also get the car number. When such weighing was completed, the cars would be billed or manifested to whomsoever and wheresoever orders were to be filled. The cars were equipped with a hook and three links on each end and when one hundred and twenty of them were linked together they proceeded under orders as "Coal two or Coal four" Port Jervis.

This branch was the first steam railroad into our village and resembled somewhat the railroad of today, but built on much lighter lines. The rails used at that time were very much like the present rails but very much lighter and the track was what was known as a wide gauge, about six feet between the rails. The first locomotives had a pulling capacity of about one thousand tons, were wood burners, and had a large bell-shaped stack. The rate of speed was not to exceed ten or twelve miles per hour.

All coal originating at the Pennsylvania Coal Company's mines and brought to Hawley over their Gravity railroad was now shipped from this point to tidewater by way of the new steam railroad, which had been built by the Pennsylvania Coal Company but leased to the Erie Railroad and maintained by them as part of their system. This necessitated the building of large coal pockets at Hawley, from a point just east of Marble Hill bridge to almost where the coal pockets now stand for coaling engines, the rearranging of tracks, switches, and the like so that the gravity coal cars could be brought in above the pockets, the pockets so arranged that the various sizes of coal were unloaded in their respective bins, and the railroad cars pushed up to the west end of the yard and loaded under the chutes. From this time on Hawley as a boat center began to wane. Only three boats were continued to be loaded with Pennsylvania Coal Company's product, for way stations between Hawley and Port Ewen. The loading of the coal at the new pockets was in charge of Robert B. Arnold; Patrick J. Reilly weighed the empty cars and W. L. Overton had charge of weighing and billing of the loaded cars. Among his assistants were: Dighton Daniels, Phil Davis, Wilson Decker and George Allen. About one hundred and twenty men and boys found employment in and around the pockets. This system of handling the coal at Hawley continued for about twenty years, or until the Erie & Wyoming Valley Railroad superceded the Gravity railroad in 1885. Then the pockets at Hawley and the transferring of the coal was abandoned, as the coal cars were moved empty direct to the mines.

The location of the machine and car shops of the Pennsylvania Coal Company at Hawley was not found convenient to the company

because of the distance from the mines. So in the early sixties when the original wooden buildings required renewing, it was thought advisable to build entirely new and enlarged buildings at a more suitable point. This location was found at Dunmore and the fine stone buildings now used by the Erie Railroad were constructed. At these shops the company manufactured every description of machinery required upon its road and about its mines. A number of Hawley families moved with the shops to its new location.

The Honesdale Branch (which is the nine miles of railroad from Hawley to East Honesdale) and the Jefferson Branch of the Erie Railroad are parts of a railroad for which a charter was granted in 1851. But at that time it was impossible to build the road because of the attitude of the Delaware & Hudson Canal Company and the charter was soon forgotten by all but one; that individual was Charles S. Minor, a leading attorney in Honesdale at the time, and for the following fifteen years Mr. Minor endeavored to arrange to at least build that part of the proposed line from Hawley to Honesdale, but without success. However, after the building of the Hawley to Lackawaxen branch, interest was revived in the Jefferson Railroad scheme and on March 13, 1863, the charter was reclaimed. Authority was given the company to connect with the Erie at Hawley. It was not until 1867 that the actual work of construction began on the road and it was completed about the middle of 1868. On July 13, 1868, the first train was run over the Jefferson Railroad from a point one mile east of Honesdale, where the East Honesdale station now stands, to Hawley. A number of Delaware & Hudson Canal Company's officers were stockholders in the new road and among the people of Honesdale prominent in the project were: Judge C. P. Eldred, Samuel E. Dimmock, and Z. H. Russell. On November 23, 1868, a train composed entirely of passenger cars began running from Lackawaxen to Honesdale and has since without interruption, continued. The first conductor was Reave Hankins, who was succeeded by John Corey. Mr. Corey was killed accidentally one night as the crew was putting the train away. They were "flying" the train, as railroad men say it, and in some way lost his balance and fell upon the track. E. B. Hardenberg, who was acting as baggage master, was then made conductor and held the place for a long time until he entered politics. James Coughlin was brakeman on the train, which position he held until the time of his death.

The Hardenbergs were a railroad family, besides E. B. Harden-

berg, Joseph was an engineer, Frank a conductor and afterwards a trainmaster; Charles a brakeman till 1885, when he went to Avoca as General Yardmaster.

The opening of this passenger service done away with the stage coach, which up to this time was the only public passenger transportation between these points. The service from East Honesdale to Honesdale, however, was continued by Whitney Brothers, with a coach drawn by horses, until the abandonment of the Delaware & Hudson Canal in 1898, after which date the Erie trains began running from the Union Depot in Honesdale.

At this time with the completion of the railroad much of the Delaware & Hudson Company's coal traffic was diverted from the canal to the railroad, which was a much quicker service and operated the entire year.

Hawley now had steam railroad service to Lackawaxen and points East; also to White Mills and Honesdale; and two passenger trains daily on the Gravity Railroad to and from Dunmore.

The plan of starting loaded cars off the weigh scales by Mr. Shelp and his horses was soon displaced as cars of larger capacity were put in operation, and a switching engine with Mr. Vicker as engineer was installed.

There was a line of cars marked "Hawley, Honesdale, and North River," a two-truck, eight-wheel car of ten-ton capacity, sent here. Shortly afterwards came the fifteen and twenty-ton cars. At this time the workmen were alarmed as the twenty-ton cars could be loaded as easily as the six-ton cars, but the demand for anthracite was increasing faster than it could be cared for, and transferring was kept up to 100 per cent. until the "Old Gravity" was replaced by a steam road to the mines in 1885.

Erie & Wyoming Valley Railroad, 1870 to 1885

IN 1870 Hawley's population was fast increasing and about this time a survey of the community was made by F. W. Beers of New York City. The section known as the flats was growing rapidly and the "Dutch Settlement," back of Church street, was fast becoming another residential part of the town. On what is now known as Spring street, about that time we found: A. Martin, Daniel Jacobs, John Deitman, Charles Schardt, Henry Polt, Joe Klinger, John Peiger, George Bartholomew, Fred Vicinus, Henry Beilman, George Grossbinder, Louis Spall, George Jacobs, Fred Seidler and Michael Kellerman.

With the abandonment of the Hawley boats and the dismantling of the docks and chutes at this point a number of the men employed in various capacities were thrown out of work and they found ready employment at Olyphant, Archbald, Pleasant Valley, now Avoca, Pittston and Scranton, where new mines were opening rapidly and furnishing plenty of suitable work for this class of labor. Among the families who left here for Pittston were the Bohans, O'Donnells, Conlins, McAndrews, all of whom entered business in that community. To Avoca went James MacMillan, Thomas McLaughlin, Patrick McKune, John Curran and both Reap families. To Olyphant, the Hendry's, James Carbine, Richard Keegan, Matthew Laughney, Patrick Dougher and James Wein.

The passing of the loading of boats at Hawley did not dispense with the huge coal pile which accumulated during the winter months while navigation was closed, for the gravity railroad brought to this point more coal than the market could take or that a demand was for at times. Whenever an embargo was placed on any particular size or quantity of coal, the surplus was stored on the old pile, previously used for winter shipments only. M. W. Cole, succeeded Patrick Hoban, in charge of this coal pile, not as a contractor, but as a general foreman for the Pennsylvania Coal Company. Mr. Cole employed a number of men, as laborers, unloading and loading this coal. He remained with the company until the building of the Erie & Wyoming Valley Railroad in 1885. Mr. Cole remained in Hawley and lived where Max Wood now has his sweater factory and residence, just north of the borough line, and afterwards moved to the building now occupied by the Schwartling family.

About 1880 there was considerable talk about a steam railroad from Hawley to the mines and at various times members of the Erie Railroad and the Pennsylvania Coal Company's Engineering staff made repeated trips to our community. The advantage of a steam railroad from the mines would eliminate the transferring of coal at Hawley from the Gravity Railroad cars to the Erie Railroad cars, which carried it to tidewater. Thus saving the cost of transferring and also considerable loss in the handling of the coal. However, it was not until the summer of 1882 that operations were actually begun. Early in that year Chief Engineer McComb opened an office in a small building owned by J. H. Murphy and adjoining his store on the corner now occupied by the First National Bank.

The route followed closely the line of the old Gravity Railroad and in many places in sight of it; from the head of number twenty-

one, now Wimmers, to Avoca was almost side by side. The work of construction was given to several contractors and rapidly pushed to completion. In 1885 the road was completed and the historic Gravity passed out of existence.

The new road, which was undoubtedly financed by the combined interests of the Pennsylvania Coal Company and the Erie Railroad, principally by the former, as John B. Smith, who had been for thirty years previous General Superintendent of the Pennsylvania Coal Company, held the same position with the new road and continued until the time of his death in 1895; when his son, George B. Smith, succeeded his father and held the position until the Pennsylvania Coal Company and the Erie & Wyoming Railroad Company were purchased by the Erie Railroad in 1901.

With the passing of the Gravity Railroad many men were thrown out of employment. Men who had been engaged in and about the coal pockets for the past twenty years, but in 1881 the Lambert silk mill was built, and in 1882 the Hawley Glass Company erected their factory, thus furnishing employment to all of the younger men who were engaged about the coal works.

Hawley as a Borough, 1885 to 1925

FOR several years there had been considerable agitation for better schools, particularly in the part of Palmyra Township, which now makes up the Borough of Hawley. Up to this time the only educational facilities available were the eight common schools scattered in various parts of the township and a few private select schools in Hawley; but in 1879 an agitation that had commenced several years previous bore fruit in the establishment of a separate school district for that section of the Township and a graded school with eight departments was erected. The building was of frame construction, about sixty by ninety feet, two stories high, and cost about seventeen thousand dollars. The school board, who worked enthusiastically and without falter to obtain this school for our community, was comprised of the following:

John Glass, Peter C. Bishop and George Courtright. L. A. Freeman was the first principal.

This same building, while greatly improved and remodeled, is part of our present High School property, which is a credit to our community and has a valuation close to one hundred thousand dollars.

With the building of the new steam railroad to Scranton and the anthracite regions, Hawley began to look forward to increased



Coal Pockets with Breaker at Top of Hill



Old Pioneer Coach

activities along mercantile and manufacturing lines and gave promise to develop very rapidly. That section of what was then known as Palymra Township, extending from the Marble Hill Bridge to the Eddy and taking in the Bellmonte section as far as the Wilsonville Toll Gate, with the entire east side from the Walnut Cemetery to the intersection of Prospect and Hudson street, was set aside and incorporated as a Borough on January 23, 1884, making this the second largest community in Wayne County.

The first Borough election was held on February 19, 1884, using the Keystone Hotel, a substantial concrete building, three stories high, erected by William Schardt in 1876, as the polls. At this election Esquire Ephraim Kellam acted as Judge and Gaston W. Ames and Isadore Kastner as inspectors. The Honorable James Millham was elected first Burgess of the new Borough, and George Schlager, A. Kimble, Fred Meisenger, H. P. Woodward, Thomas Mangan and Morveldom Plum, Councilmen. And the following were elected school directors: John Weinss, S. R. Evans, Isadore Kastner, James H. Murphy, Joseph Atkinson, and John E. Mandeville.

What is now Main street of our Borough was fast becoming the principal business thoroughfare of the growing community, with River and Church streets also showing an increase yearly in stores and what was then known as the Plank-road (now Hudson street) which had been the business section waning.

Early in 1890, J. S. O'Connor erected a handsome and substantial native bluestone glass factory at the foot of the Wallenpaupack Falls. The building was 60×200, three stories high and contained about two hundred frames, giving employment to more than two hundred men and boys. This was the beginning of the glass cutting business in Hawley and led to the erection of many other plants later on, including the Keystone Cut Glass Company and the Wan-gum Cut Glass Company. The building erected by Mr. O'Connor is at present used by the H. W. Kimble Silk Company.

The Belmont Silk Mill was destroyed by fire in 1894, but was immediately rebuilt. The walls of this mill were also of native bluestone and the plant was operated by water power. The building is still used as a silk mill by the J. C. Welwood Company.

In April, 1895, Henry Nollan, an experienced operator and manufacturer of high-class knit goods, arrived in Hawley and liking the community, immediately decided to open a sweater manufacturing plant here. He secured the Murnin Building on the Plank Road, and the business became one of Hawley's leading industries. Mr. Nollan continued in this building until it was destroyed by fire in

October, 1897. In 1898 the larger brick sweater building now occupied by the Leonard Company was erected by a syndicate of business men with Mr. Nollan as president.

In the year of 1897, Hawley was visited by two very disastrous fires, fully described in another chapter. The first fire destroyed all the buildings on Main and River streets from a point just west of where Mrs. W. C. Ames now lives to where R. W. Murphy's residence is located on River street. The other fire occurred in the fall of the year on the East Side, destroying all the buildings on Spruce avenue below Prospect street, around the corner and down Hudson street to a point just west of Bohan's residence. The following June the town was again visited by a conflagration which destroyed all the buildings from the Kearney houses on Main avenue up to and including the Lutheran parsonage on Church street. Up to this time Hawley had little fire protection, but an agitation was started which resulted in the placing of fire hydrants and the organizing of a fire department.

1898 and 1899 were two years of extensive building in the Borough. The Odd Fellow Building, the Murray Building, Nell's, Kearney's, the Cottage Hotel, the Brick Sweater, Hensel's and Jacob Adam's place of business were all erected.

When the call for volunteers was sounded for the Spanish-American War, Hawley boys quickly responded, and in a list published elsewhere in this history will be found many of the business men of our community of today; who then were young men and gladly answered their country's call.

In 1902 the First National Bank was organized and erected the building they now occupy. Up to this time the only bank in Hawley was the private one operated by J. S. Ames & Company.

Hawley was now an enterprising, growing community and as well equipped borough as could be found in any section for its size. There was plenty of employment for both men and women in its glass factories, silk mills and sweater factories and various other occupations for all those that desired work. It supported a first-class ball team. The Standard Opera House, a motion picture theater and many other forms of recreation for those desiring amusement.

The Hawley Inn, a three-story brick building, was erected on the corner of Main and Church streets in 1902 by Count von Eckelberg, a German nobleman, who located here a few years before.

The Hawley Bank, the town's second financial institution, was

organized and constructed their present bank building and started doing business on January 29, 1911.

At the time of the World War, Hawley was as ever, quick to respond to her country's call, and a roster of those from this community who participated in the war will be found elsewhere in this history. Its citizens willingly and enthusiastically responded to all financial calls and took but a few hours to fill their necessary quota of the Liberty Loan and Victory Bond drives. In all branches of the necessary army and navy contingents can be found the names of natives of this community. And Major General James W. McAndrew, a native of this town, became Chief of Staff to General Pershing in charge of the A. E. F. Four of our young volunteers made the "Great Sacrifice" for their flag and a number were wounded in the various battles of France.

Building of the Hydro Electric Dam

PROMINENT among the early settlers of Paupack were the Tafts. Royal Taft, father of Charles, Thomas and Theodore Taft, having settled there early in 1800. What is now known as Tafton was named after the family. For many years the Tafton Flats were looked upon as a suitable basin in which to harness the water of the Paupack River and utilize its unfailing power.

Twenty years ago engineers began to make surveys of this property and various guesses were made as to the real purpose. In 1912, James Butler of Moosic, Penna., began to canvass the district, getting options on properties and in some cases closing contracts, where the prices were considered fair. But it was not until 1924 that the Phoenix Utility Company opened offices in the Reafler Building, and the recreation hall of the Welwood Silk Company, that the project was really under way. On June 15, same year, ground was broken and the work actually started. Men and material arrived in carloads; all forms of modern appliances; locomotives, steam-shovels, cranes, tractors and graders. New roads were constructed where old ones were to be submerged by the impounded waters of the old sluggish stream. No expense was spared to push the work to completion, and on Tuesday, November 4, 1925, in the presence of hundreds of interested capitalists and disinterested spectators the great steel roller gates were closed and the work, as far as the dam was concerned, completed.

This dam is 60 feet high and 1,277 feet long, the elevatoin being 1,200 feet above sea level. The two spillway sections are each 67

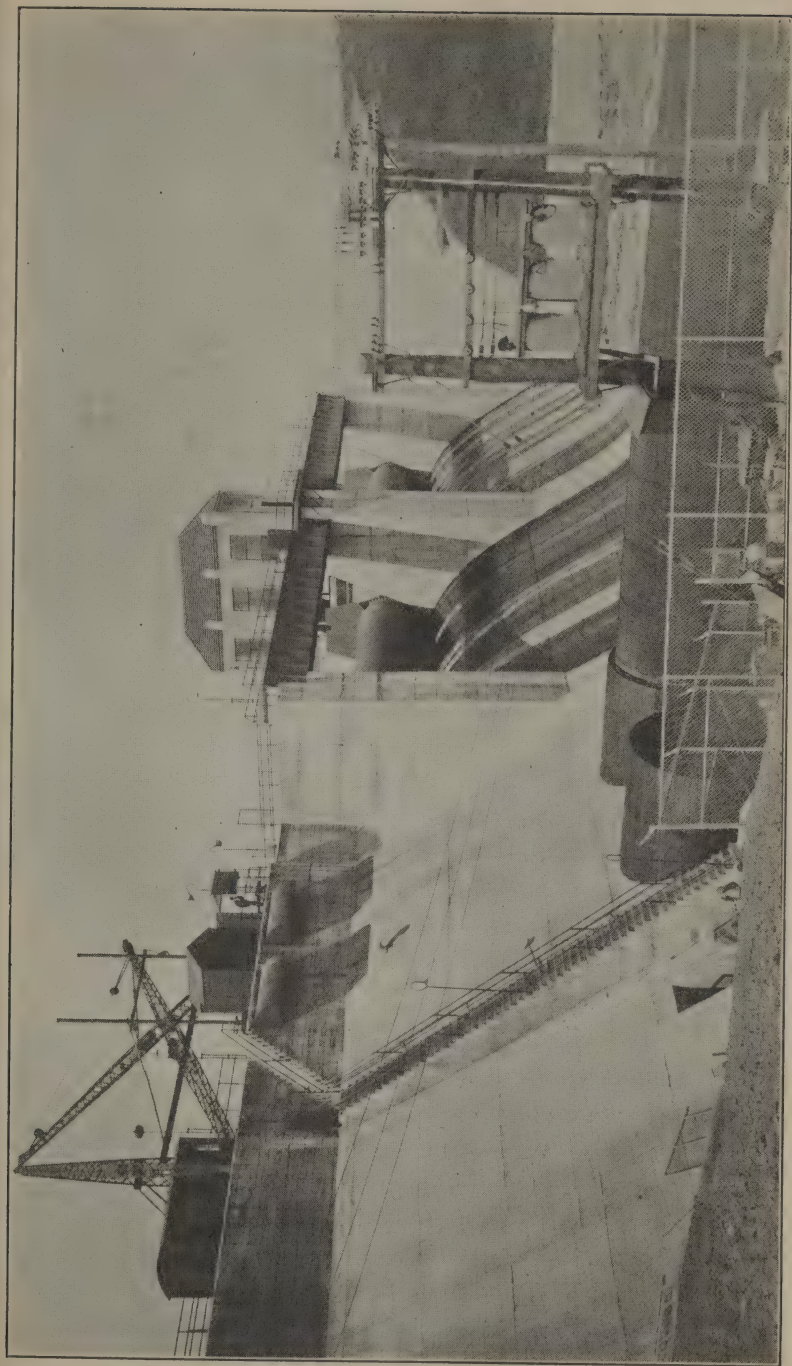
feet 6 inches long and each are fitted with a Boise roller gate, each 66 feet 3 inches long and 14 feet in diameter. They are made of steel plates $\frac{3}{8}$ inches thick, each gate weighing 137 tons.

The intake structure, which appears as part of the dam, is of steel covered with concrete and has screens on three sides, the maximum screen opening being $2\frac{3}{16}$ inches. The intake gate controlling the opening into the flow line is also made of steel filled with concrete. It is 16 feet high, 19 feet wide and 2 feet thick, weighing 39 tons. It is operated by electric motors on screw jacks.

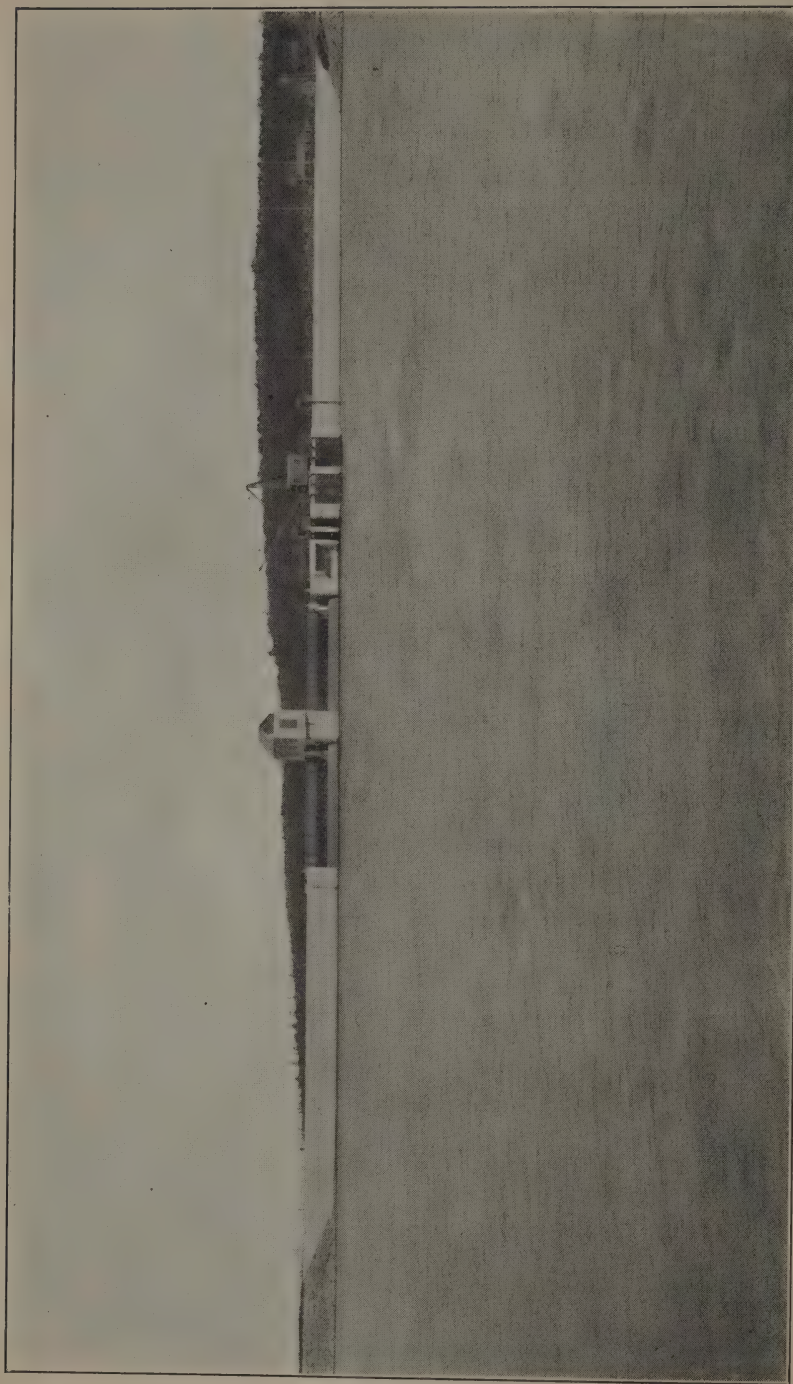
A secondary dam was built about one mile from the main dam, known as the Tafton dike. It is made of earth fill, with a concrete and puddle core wall. It is 1,100 feet long and 25 feet high. The side of the dike towards the lake is built of coarse stone in the form of rip-rap, the opposite side being graded and sown with grass to prevent rain washing away the earth work.

With the building of the dam and Tafton dike a basin is created, which when full covers 5,700 acres or nine square miles. The lake is 56 miles in circumference and 14 miles long. It is the largest lake in Pennsylvania. It contains 216,000-acre feet, or 70,-416,000,000 gallons of water. It impounds water from an area of 239 square miles.

The water is carried from the lake to the generating station through a wooden pipe, or flow line, 14 feet in diameter and $3\frac{4}{10}$ miles long. It is made of Douglas fir, grown in the state of Washington and transported by boat down the Pacific coast through the Panama Canal to New York, where it was transferred to 250 railroad cars for transportation to Hawley. The shipment contained 5,000,000 unfinished board feet. It was then necessary to erect a planing mill to prepare this lumber for use. It was cut up into staves 4 inches by 5.3 inches and from 12 to 18 feet long; 2,259 steel saddles spaced 8 feet apart and mounted on concrete footings support this pipe; 79,908 steel bands or hoops spaced 4 inches apart near the upper end of the line and graded to a spacing of 1 inch apart near the surge tank hold the pipe together, they being $\frac{7}{8}$ inches in diameter. Nearer to the surge tank, a distance of a mile and a half, they are 1 inch in diameter. One hundred and thirty-five railroad carloads were used in the construction of this flow line. When filled with water this pipe weighs 86,000 tons. The water moves through the pipe at a speed of 11 feet per second or $\frac{1}{8}$ of a mile a minute. This flow line is the largest in diameter, wood stave installation for its length in the world, there being some 16 feet in diameter, but they are not as long as this one.



Dam at Wilsonville



Lake Wallenpaupack and Dam

The surge tank is built of steel 55 feet in diameter and 135 feet high above the 27-foot concrete foundation. The outside of the tank is lagged with wood two layers thick, between which is one layer of heavy roofing paper. Steam heating pipes are provided near the bottom between the steel case and the wood covering to prevent freezing when the generating plant is not in operation. The capacity of this tank is 2,400,000 gallons and it is the largest tank of this type ever designed and built in either this country or Europe.

Next is the generating plant, built of steel and brick 109 feet long, 63 feet 6 inches wide and 56 feet high. It contains two hydraulic turbines and electric generators, switch boards and other control and auxiliary apparatus. With the Wallenpaupack station in operation, the one in Hawley, three miles distant, and another in Honesdale, 12 miles away, has been discontinued and the local load carried over a 11,000-volt line from the Wallenpaupack station.

A 66,000-volt line from Wallenpaupack station to Peckville has been installed, connecting with the lines of the Scranton Electric Company between Carbondale and Scranton. The main bulk of power will be transmitted to and fed into the system of the Pennsylvania Power and Light Company at its sub-station at Siegfried, nine miles from Allentown on the Lehigh River, over a 220,000-volt steel tower transmission line, 65 miles long. This is the only 220,000-volt line east of the Rocky Mountains and there are only two others of this voltage in existence, they being in California.

It is planned that this station will operate between 6 and 8 hours per day, and will be shut down on Sundays and holidays. During a normal working day 274,000,000 gallons of water will pass through the hydraulic turbines.

In addition to the materials mentioned used on the construction work there was 75,157 barrels of cement, equal to 375 carloads, divided partly as follows: The dam, 39,578 barrels; power-house and tailrace, 14,371 barrels; flowline, 6,529 barrels; penstocks, 4,356 barrels; surge tank, 2,546 barrels; new roads, 4,475 barrels; operator's village, houses for employes at Kimbles, 1,436 barrels; and many other minor constructions consumed the balance of the amount purchased. The entire cost of the project is roughly estimated at about twelve millions of dollars.

Hawley of Today—1927

THE years of 1925 and 1926 were "boom" ones for Hawley. The necessary work on the large Hydro-Electric Dam at Wilsonville and the Power Plant at Kimbles, brought to this borough many families and added during the two years over one hundred and fifty thousand dollars monthly to the payroll. After the work was completed many of the mechanics and other workmen, who were delighted with the town, remained.

Today, Hawley is the second largest town in Wayne county, a position it has held for a number of years, it is nicely situated, is a fine place of residence, and is a good location for business and manufacturing. It has two fine banks, the First National and the Hawley Bank, both on the main business thoroughfare; five churches, St. Philomena's R. C. Church, the Methodist Episcopal, St. Paul's Lutheran, the Baptist and the Presbyterian, all located on Church Street. It has many stores all carrying an uptodate line of the commodities in which they deal, and its business men are ever ready to assist in every way any project for the betterment and civic success of the community. L. L. Rollison, the Caruth Dry Goods Company and L. Krawitz are engaged in the Dry Goods Business; Fred Reichert, Herman Everding, B. Corcoran and F. F. Swingle & Son in General Merchandising; Peter Nell, Kerber & Lynn, Rose & Eberhardt and Fred Peoppel carry a complete line of native and western meats and provisions; W. A. Quinney has a complete line of shoes for men, women and children; Vincent Crockenberg, William Reafler, Frank Foster, the Atlantic & Pacific and the Globe Store carry Groceries; six uptodate garages, the Hawley Garage, G. Matter & Sons, Baisden Brothers, Bellmonte, Riverside and Eric Garages, all carry the necessary repairs for various makes of cars and are local agents for many automobiles of national reputation; Richard Evans, our present Burgess, dispenses gas, oil and accessories; C. K. Bomba makes a specialty of repair work and vulcanizing; James M. McGinty, Charles Freethy and James Parker have drug stores on our Main Street which are second to none found in much larger towns; E. A. Spall and M. D. Skier deal in Men's and Boys' Furnishings and Clothing; Emma Spall Warthling and

Cecelia Langan, millinery, and Miss Marguerite Kerber conducts an attractive shop for women; M. J. Nallin carries a complete line of table delicacies, vegetables, etc.; E. Vogler & Son conduct a Feed, Hay and Grain store; and we have three uptodate bakeries, operated by Paul Eckes, Carl Rocker and The Daylight; Guinn Brothers and William S. Watts have hardware stores. In fact you will find here every kind of a store that can be found in communities of much larger size.

Hawley has four hotels, the Hawley Inn, the Kohlman House, the Wayne County Hotel and the Eddy Hotel. Several restaurants and good places to eat, ranking first among those are Adam's Goodie Shoppe, Richardson's and Parker's Tea-room. It has two retail coal companies, the Paupack Coal Company at the Eddy and the Hawley Coal Pockets, of which Joseph L. McNamara is Manager, near the West Hawley Station.

Among the industries of today at Hawley silk probably takes the lead. The Bellemonte Mill, erected by Dexter Lambert & Company in 1881, which was partially destroyed by fire in 1894, but again rebuilt and now the property of J. C. Welwood Company, the latter company having purchased it from Dexter Lambert & Company in 1914. This mill employs several hundred hands and not only "throws" but weaves silk into cloth.

The Lambert Silk Company, of which Mr. W. F. Suydam is President and General Manager, is an offspring of the original Dexter Lambert & Company, founded in 1849. After severing his connection with the Welwood Company in 1919, Mr. Suydam organized the new Lambert Company. Their mill is located on Church Street, near the Eddy, in the building formerly known as the Star Rink.

The H. W. Kimble Silk Company originated in Hawley and for a number of years had a mill along the tracks just east of the Hawley Railroad station. A few years ago Mr. Kimble, due to the expansion of his business, was forced to find larger quarters and located in the building erected by J. S. O'Connor as a Cut Glass Factory and which he sold to the T. B. Clark Cut Glass Company. Mr. Kimble, who is General Manager of the company, has devoted his entire life to the silk industry, having entered the business at an early age with Dexter Lambert & Company, and today is considered by those in the industry one of its leading factors. For a number of years this company also operated mills at Middletown, N. Y., and Moscow, Pa.

The A. H. Lauderburn Silk Company was organized in 1922, by

A. H. Lauderburn, who came here in an official capacity for the Welwood Company in 1918. Mr. Lauderburn was a native of Hazleton, Penna., and for a number of years had been connected with the silk industry in his home community. The Lauderburn mill is located at the Eddy, just off of Church street, along the banks of the Lackawaxen river. It is a broad silk weaving mill and has about thirty looms.

The Hawley Silk Company occupies a three-story brick building on the corner of Spruce and Hudson streets, which was erected in 1898 by the United States Knitting Company. In 1908 the name was changed and at that time Mr. Leonard became General Manager with Jules Brandes of Paterson as Secretary and Treasurer, and E. C. Mumford of Honesdale as President. But since that time Mr. Leonard has purchased the Brandes interests and is now President of the company. The building has about 140,000 square feet of floor space, two floors are occupied in the preparation of silk for weaving and the other floor is used by the Leonard Knitting Company, of which Mr. Leonard is also President, makers of fine knit sweaters, jackets, coats, etc. The two companies employ about one hundred hands.

Max Wood Knitting Mills, Max Wood, owner, are located on Hudson street, and on the Cole Estate. Mr. Wood came here more than twenty years ago, and from a very small beginning has gradually increased and expanded his factories till today they rank among the largest in town. They manufacture sweaters, shawls, coats and various other items classed as knit goods.

Bigart and Kerl were among the early manufacturers of knit goods in our community, and a number of years ago started in a small building on Church street at the Eddy. Today they employ a number of men and women and have an up-to-date factory located on the corner of Keystone and Chestnut streets. They specialize in fancy knit wear of every description.

Charles Lange, a veteran of the Spanish-American War, came to Hawley about 1899 and entered the employ of the United States Knitting Mills. Some years later he branched out for himself and his factory is located on Barker street. He makes a specialty of Ladies' Ready-to-wear garments and Knit Coats.

Anke Knitting Mills, owned and operated by Hans Anke, located on Hudson street, manufacture Children's Knitwear.

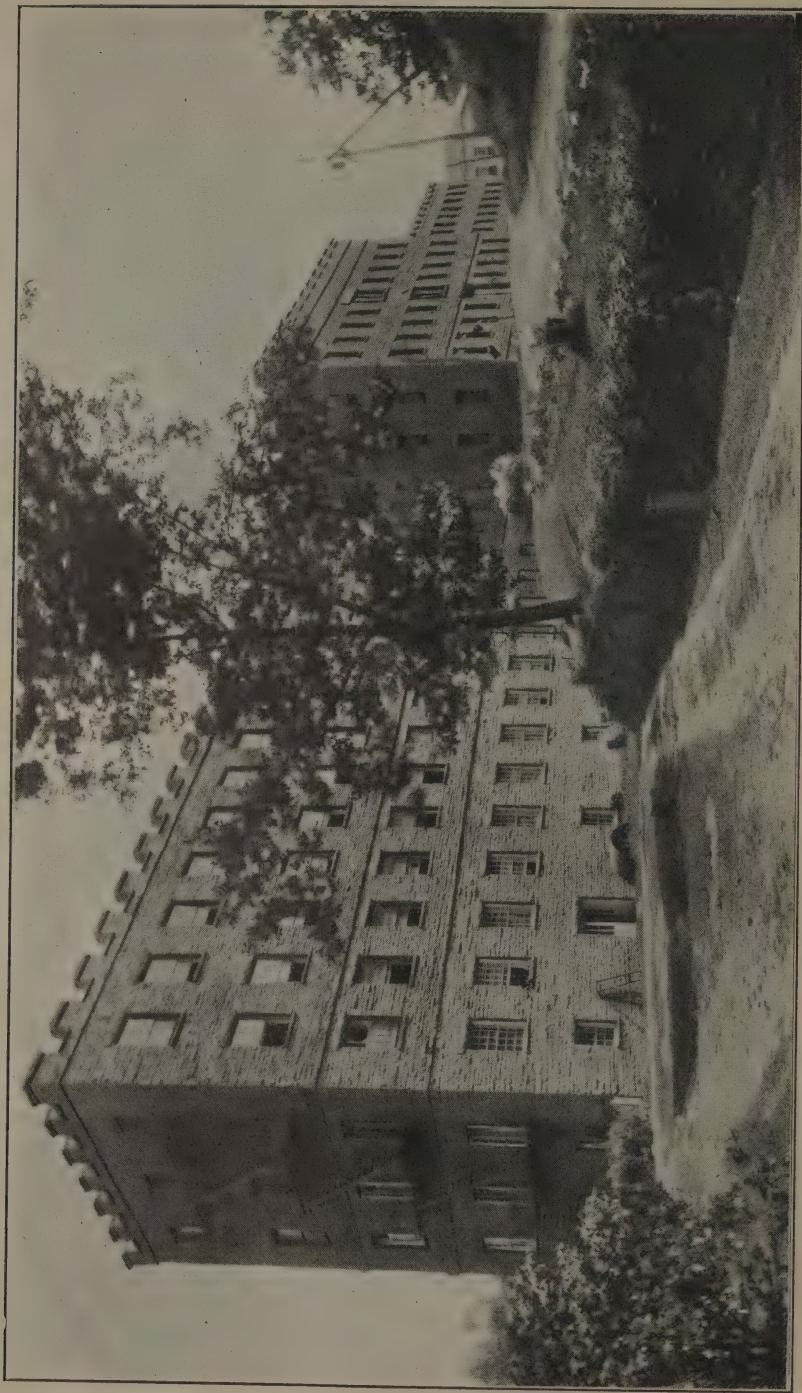
Kohlmer & Son, owned and operated by Paul Kohlmer and his son, Hugo. Their factory is located on Church street, at the Eddy, and they manufacture all kinds of knit goods.



The Eddy Section



View from Bellmonte Ave.



View of Welwood Silk Mill

Paupack Knitting Mills, located on Hudson street, manufacture Sweaters, coats and various other knit goods. The plant is in charge of a son of William Hauf, who was one of the first knitters to locate in this community.

The Red Star Sporting Goods Company, a new industry just introduced to our town, were induced to locate here through the efforts of the Hawley Chamber of Commerce. They occupy the Bower Mill on Bellemonte avenue, and manufacture Sheep-skin coats, leather jerkins, khaki pants, and kindred articles.

The Atkinson Box and Lumber Company, the oldest industry in town, having been engaged in the lumber business for more than a century, have an uptodate mill, lumber yard and store houses, where they handle all kinds of building materials.

The Paupack Lumber Company, E. S. Labarr, Manager, maintain a siding on the Erie Railroad at East Hawley, from where all kinds of mine materials in the lumber line are shipped by themselves and the following firms: Gumble Brothers, C. B. Treat, Hill & Son and Singer Brothers.

The Hawley Greenhouses at the Eddy are owned and operated by LeRoy Sands, and here can be found all kinds of choice cut flowers as well as potted plants.

Hawley is governed by a Burgess and Town Council elected by the people every two years. The following are the Town Officers at present:

Burgess

Richard R. Evans

Town Council

A. L. Bishop, Chairman
Sidney N. Brink

A. H. Crockenberg
Dr. E. V. Cross

Allen Gilpin, Treasurer
G. W. Kahiles, Secretary

Solicitor

J. Wilson Ames

Chief of Police and Street Commissioner

George W. Hurd

Board of Education

Charles S. Houck, President
Frank Gilpin

J. S. Pennell, Secretary
Ralph Sands

Tax Collector

Joseph J. McCloskey

Tax Assessor
Joseph S. Pennell

Overseers of the Poor

George S. Thompson

Mary Hughes

Auditors

Fred W. Sands

J. Wilson Ames

John Corcoran

Seventy-five per cent. of the streets in town are now hard-surfaced. Power for domestic and street lighting is furnished by the Pennsylvania Power and Light Company, who purchased our local Paupack Electric Company about three years ago. The town's supply of water is considered the finest in this section. Pure spring water is piped to reservoirs in different parts of the town for household use and a lake above town near the old engine house at fourteen supplies our fire protection.

The borough has an up to the minute volunteer fire department with three units: Fire Company No. 1 and the Hook and Ladder Company, located in Town Hall on Main street, and Company No. 2 at the Eddy. Each company has a motor driven hose cart and Company No. 1 has a chemical engine and pumper, capable of pumping 600 gallons per minute.

Here you will, perhaps, find many other interesting things which have failed to be mentioned in the short space of time that this history has been written. Located in a peaceful valley, completely surrounded by the Moosic Mountains, with the Middle Creek and Lackawaxen flowing within its boundaries; with train service in three directions and state highways leading in all directions, with its well equipped schools, surpassed by none in the state, with its churches, representing a great diversity of religious sentiment; and with a town population characterized by the absence of discord, by universal kindness of feeling and by a generous charity for the shortcomings of others, make HAWLEY a good place to live in.

Journalistic Ventures

ON MAY 23, 1851, a weekly paper was started in Hawley, called the Hawley Chronicle, being edited and published by Robert Denton, who continued its publication to October 10, same year, when the paper ceased for want of support. The second attempt to publish and maintain a paper in this community was made by Charles K. Beardslee, who on September 4, 1863, issued the first number of a weekly paper called the Hawley Free Press. Mr.

Beardslee continued as editor for three months and sold out to Jacob Smethers. And on January 6, 1864, Mr. Smethers sold out to F. A. Dony, who continued its management until June, 1865, when he sold to C. B. Cotter. Mr. Cotter had charge until February 9, 1866, when Mr. Dony again became its manager, and after issuing three numbers in that month suspended its publication. The entire period of the publication of the Free Press was two and one-half years, during which time it changed proprietors four times.

The next attempt to start a paper in Hawley was in 1874, by H. P. and Frank Woodward, who on September 18 issued the first number of a weekly paper called The Hawley Times. The Times was published by the Woodward Brothers until September 18, 1875, when H. P. Woodward sold out his interest to his brother Frank, who continued to publish it until June 30, 1876, and it was then suspended. In August, 1876, H. P. Woodward again started the paper and on October 18, 1882, enlarged it to an eight column paper and continued until January 1, 1885, when he sold to Herbert Wagner.

Mr. Wagner operated the paper until 1891, when it was purchased by a syndicate of Wayne County Republicans, who operated it under various editors as follows: N. E. Hause, until 1894, when he received an appointment at Harrisburg, Penna., under Governor Hastings; Thomas Kennard, 1894 to 1896; then Arthur A. Avery from May, 1896, until 1898; he was succeeded by Charles S. Houck, now Cashier of the Hawley Bank; Mr. Houck remained until May, 1901, when the syndicate leased the paper to E. B. Callaway, who operated it until 1903. In that year it was purchased by Frank J. F. Warg, a native of Hawley, who had learned the printing business in New York City. Under Mr. Warg's management the paper became more popular. He had a graceful and easy style to his writing in the force and precision with which he clothed his productions. He took an active interest in all civic enterprises and other commendable activities, to which he gave his unselfish support. In the death of Mr. Warg, which occurred in June, 1918, the community suffered a great loss and the Hawley Times was again suspended until August, 1919, when purchased by the present publisher, Kimber Cleaver. During the past eight years Mr. Cleaver has edited The Times through which he endeavors to lift and help maintain a high moral tone in the community.

The Post Office

THE Post Office at Hawley passed through many changes since it was first established in 1837. Previous to this date the nearest Post Offices were at "The Narrows," now called Kimbles, which was established in 1813 with William Kimble as Postmaster, and the office at Tafton, established in 1824 with Royal Taft as Postmaster. Tafton was directly located on the Milford and Owego turnpike.

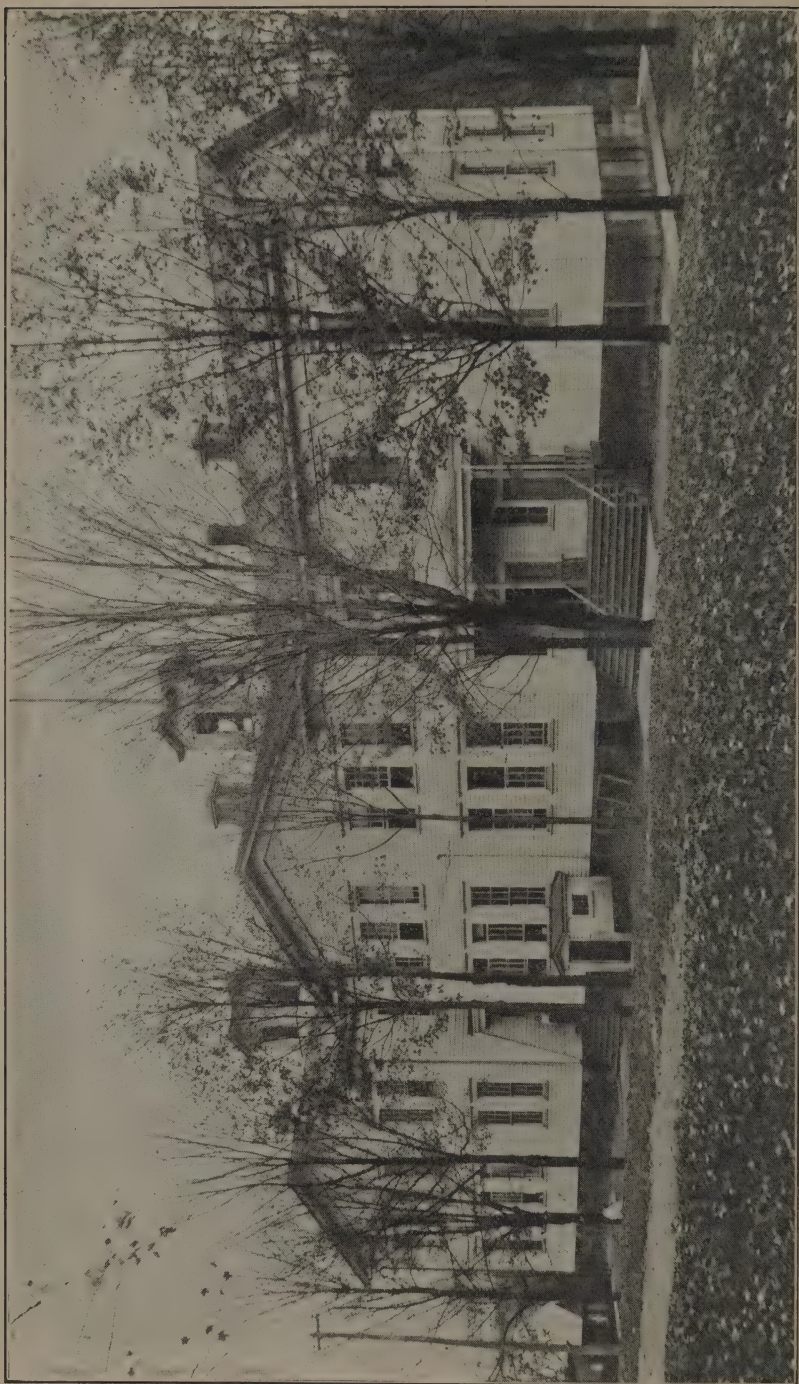
But in 1837 an office was established at what is now known as Hawley under the official name of Paupack Eddy, Pennsylvania, with James S. Bassett as the first Postmaster. He was succeeded by Oren Hall, a brother-in-law of William C. Conkling, father of John Conkling. The office was located on the south side of the Lackawaxen River in Mr. Hall's residence, and remained there until 1842, when Asher Atkinson received the appointment. He held it for one year, giving place to William C. Conkling, who received the appointment May 17, 1844. On March 7, 1848, Mr. Conkling received from the department a letter reading in part: "* * * the name of your Post Office has been changed to Fallsport, by which name only will it be hereafter officially known." During Mr. Atkinson's term the Post Office was in the Eddy Hotel. Mr. Conkling moved it to his place of business, which was located on the lot where W. B. Ammerman's residence now stands. Mr. Conkling held the office until 1849; but during the last two years of his administration the office was located in the Hicks Building, on the lot on the corner of Spruce avenue above the Leonard Knitting Mills.

In 1849 H. B. Hayes was appointed Postmaster, who remained in charge until 1851, when Patrick Jordan was appointed, and he took the office to his store, located on the corner of what is now River street and Wangum avenue. During the term of Postmaster Hayes the name was changed to Hawleysburg, but with the accession of Postmaster Jordan the last syllable was dropped, and the name became thereafter Hawley.

There was so much dissatisfaction when the office was changed to the West End of the village by Mr. Jordan, that the department established a second office and gave it the name of East Hawley; it was located in the Ewen House, and E. Richardson was made Postmaster, serving until 1855, when it was discontinued by Postmaster General Campbell. Mr. Jordan held the Hawley office until 1860, when Hugh Cole was appointed and moved the office to the Wayne County Hotel, of which he was then proprietor. It was there but

three months when Mr. Cole's appointment was recalled and Joseph Hardenberg succeeded him. He moved the office to the corner now known as Keystone and Chestnut, where it remained until the spring of 1861, when Mr. E. Richardson was again appointed, and he again removed the office to the Hicks Building on the East Side. In 1865, beginning of the second term of President Lincoln, Mark Bishop was appointed Postmaster and the office was moved to the Pennsylvania Coal Company's Station, now the Erie Railroad Company's Depot at West Hawley. Mr. Bishop appointed George Ammerman as his Deputy. Two years later the office was changed to the Freight Depot, opposite the station, where the Erie Coaling Pockets are now located, and Mr. Ammerman was made Postmaster, which office he held until 1885, when displaced by P. J. Langan.

Through some political differences, Mr. Langan's appointment was cancelled, and Mr. Ammerman again resumed charge and continued until 1892. When President Cleveland was elected for the second term, Mr. Langan was again given the office and held it the full term, or until 1897, when Republican control was again resumed and Mr. James D. Ames was appointed. Mr. Ames held the office until 1905. Mr. Ammerman moved the office to the small building on the Erie Railroad property now occupied by A. R. Turner, Master Mechanic, near the Middle Creek. Mr. Langan moved the office to a one-story building then located where the Hawley Bank now stands. This building was destroyed by fire in July, 1897, and the office was opened in the Teeter building, where E. A. Spall's Clothing Store is now located. Mr. Ames was succeeded by D. James Colgate in 1905, and during his administration the office was moved to the First National Bank Building. Mr. Colgate held the office for two full terms or eight years, and was succeeded by James F. Drake, who was appointed by President Wilson and remained as Postmaster during the two Democratic administrations. Mr. Drake was succeeded by George W. Murphy, who was appointed by President Harding, on March 1, 1922, and reappointed by President Coolidge on March 1, 1926, and is the present incumbent. On March 1, 1927, Postmaster Murphy moved the office to the Murphy building, on Keystone street.



The Hawley High School

Schools

IN THE fall of 1822 James Wheeling opened a private school in an old log house, which had been built nearly a score of years before by Jonathan Brink. This house stood near the present Baschon residence at the Eddy. Wheeling had a dozen pupils, of whom three were returned by the assessor as too poor to pay for their own schooling. The Brinks, Atkinsons, Comptons and one or two other families were the most prominent patrons, and employed James W. Barry to carry on the school a second year. It succeeded so well that its patronage continued until the school law was adopted, in 1834.

In 1822 or 1823 a private school was opened in a building that was afterwards used as a paint shop by J. S. Fowler, and was located about where Mrs. August Hunt now lives on Church street. The building was at first merely a plank structure with slab roof; but afterwards, when it had been abandoned as a school, it was occupied as a dwelling and the clapboarding and shingle roof were added. The first teacher in this school was either Jesse Goodwin or Courtland Chapman. This school was also kept in operation until the State took hold of educational matters, and the building was one of the first public schools in the township.

The school law of 1834 was promptly sustained in Wayne County and in this, as well as other townships, schools sprang up rapidly. The old buildings were all erected by private contributions of labor and materials, and prior to 1854 there does not seem to have been any building tax levied, at least there is no record of any.

In 1848 Judge J. T. Cromwell came to Hawley, and bought the site where Judge Wilson's hemp factory had been destroyed by fire. This purchase was made from Robert Hogan, the executor of a Mr. White, who had purchased the property from Judge Wilson's family with the intention of starting a tannery, but died before carrying out his plans. Mr. Cromwell erected a tannery the same year (1848), and as it did a good business the plant soon grew to be a 110-vat establishment. In 1857 James Cromwell sold out his interest, and the firm became J. S. & William Cromwell. Under this style it ran for twenty-six years, and employed from twenty-five to thirty men. Mr. Cromwell and his employes erected a school on the Pike County side of the bridge near the tannery about 1849,

and this school was operated until it was destroyed by fire in 1865 at the same time that the tannery burned. The total loss by this fire was over fifteen thousand dollars. The tannery was rebuilt the following spring and a new school that fall. Some of the more prominent patrons of this school were: The Langans, the Bea's, the Kimbles, the Eade's, the Loftus' and the Monets'.

The first public school on the upper East Side was erected on the lot now vacant on Prospect street, between the residence of Nicholas Everling and the Bower houses. This school was erected in 1842 or 1843 and was taught the first few seasons by Miss Celesta Brink, a daughter of Jonathan Brink. Miss Brink afterwards married Randolph Crippen. Mr. Crippen was one of the first proprietors of the Ewen House. The first private school in this section of the town was held in the basement of the Presbyterian Church, which at that time was located near Ivan Swingle's home on Prospect street. This school was presided over in the early fifties by a Mr. Decker, son-in-law of Dr. Sterns.

In 1849 as workmen on the construction of the Gravity Railroad began to flow into what is now known as the Marble Hill section of our town, a lady named Margaret Quinan opened a private school in her home, about where the west end of the Erie yard is now located. In 1852 when the school now in use on the Hill was constructed she taught two terms and was accidentally killed on the Gravity in 1854, while riding the cars en route to Dunmore. James McGuire, a graduate of Manyuth College, Ireland, who had drifted here with the tide of immigration, was among the first teachers on the "Hill," as was also a Thomas Burke. The only opportunities of schooling afforded the children of Marble Hill in those days were the months Canal navigation was closed, or from December 1 until March 31. As employment for children of school age was at that time plentiful and there was no law against such employment they received but limited schooling.

Private schools were maintained in the central part of the village, one being kept by Mrs. Thomas McHue and her sister, Miss Anabell Henderson, in their home, which was located at what is now the corner of River street and Chestnut avenue. Another was kept by Mr. and Mrs. James T. Rodman, corner Keystone street and Chestnut avenue, and this school had a decided lead over all other schools in the community. Many of the shining lights in all professions and all branches of business received their early training from Mr. and Mrs. Rodman. They maintained their school from 1855 till 1878.

About this time there was considerable discussion of better educational facilities for the children of the township. The district now had eight small school houses scattered in various parts of the township, and better and higher advantages along educational lines were desired by a large majority of the townspeople. In 1879 a graded school was erected with eight departments. The building was of frame structure, 60×90 feet, two stories high. In the higher departments Latin, science and higher mathematics were taught and a diploma awarded to those that completed the regular course. This building cost about seventeen thousand dollars. This school was made possible by the untiring and faithful efforts of the school board at that time, which was comprised of: Peter C. Bishop, John Glass and George Cortright. The first principal was L. A. Freeman, who acted for two years, followed by S. D. Barnes, and then F. H. Bottsford, Kimber Cleaver and then Mark Creasy, who became principal in 1893 and continued in that capacity till 1912. Prof. Creasy was born at Lightstreet, Columbia County, Pennsylvania. He educated himself by alternately teaching and attending school. He was graduated at the Bloomsburg State Normal School in 1891 and has since added several branches to his diploma. He taught the Hawley schools successfully for twenty years, during which time he had supervision over the educational attainments of many of our business men of today and had the entire confidence and respect of the community, and considered one of the leading educators of Wayne County.

Prof. Creasy was succeeded by E. L. Blakslee. The school was enlarged by adding a wing, and made strictly modern in every respect. The High School course was made a full four years and a complete commercial course added. Succeeding Prof. Blakslee came Prof. Maxon, and then Prof. Cortsley and the present incumbent, J. K. Trayer. Misses Delphine and Lizzie A. Daniels were teachers in this school for over a period of forty years. The present corps of teachers are as follows: Supervising Principal, J. K. Trayer; Assistant, J. D. Harnes; Commercial, Helen A. Gerrity; English, Margaret Bailey; French and Latin, Marjorie Burt; Eighth Grade, Christina Bushwaller; Seventh, Helen Lane; Sixth, Ella Baisden; Fifth, Elizabeth Daniels; Fourth, Elma Pinkney; Third, Harriett Golden; Second, Irene Haggerty; First, Frances Golden; and Primary, Anna Lawlor. The present school board consists of: C. S. Houck, J. S. Pennell, R. W. Sands and Frank Gilpin. The school property represents nearly one hundred thousand dollars.



The Baptist Church

The Hawley Baptist Church

THE Hawley Baptist Church is the oldest religious organization in the borough. James Purdy, a son of Rev. Wm. Purdy, held prayer meeting in his home in the early thirties. Rev. Henry Curtis began holding meetings here in January, 1833, and on November 28, 1834, the First Baptist Church of Paupack Eddy was constituted. The name was changed to Hawley Baptist Church in 1870. The constituent members were John Capron, Uri Bidwell, Benjamin Seeley, Rose Williams, Mary Rolison, Catherine Bishop, Catherine O'Hara, Susanna Hand, Samuel Purdy, Robert Hand, Prince Williams, Eliza Lloyd, James Purdy, Margaret Milham, Cynthia Compton, Elizabeth Longstreet, and Charity Purdy. The first deacons were: John Milham, who served until his death in 1886; Eliza Murray and Lemuel Daniels. The meeting house was built at the Eddy in 1846, at a cost of \$1,300. In 1901 a lot was purchased in the central part of town for the purpose of building a church. The cornerstone was laid September 8, 1905, and the new church was dedicated June 21, 1907. The lot and building cost \$7,500 and is now clear of all debt. A parsonage was purchased in 1920. This property is also clear of debt. There was no regular pastor until 1840, when Rev. D. F. Leach accepted their call. Rev. Henry Grey supplied in 1852, and Rev. Sanford Leach in 1853; Rev. J. B. Case, 1853-56; Rev. Thomas Grennelle, 1861-62; Rev. Henry Curtis, 1862-67; Rev. A. J. Adams, 1870-73; Rev. I. N. Earle, 1874-75; Rev. A. W. Metler, 1879-81; Rev. E. M. Gerald, 1881-82; Rev. A. J. Adams, 1883-87; James Pope, 1887-89; Rev. J. R. Remsen, 1891-93; Rev. R. D. Minch, 1893-1900; Rev. W. S. Persy, 1901; Rev. J. H. Watrous, 1902; Rev. F. C. Card, 1903-08; Rev. C. F. Smalley, 1909-12; Rev. C. O. Fuller, 1912-14; Rev. J. S. Teasdale, 1914-18; Rev. J. H. Carter, 1918-20; Rev. Walter C. Garrison, 1920-24; Rev. E. R. Heywood, 1924 to this time.



St. Philomena's Church and Parish House

St. Philomenia's Catholic Church

IN 1850 the first Catholic Church was built in Hawley by the Rev. James Maloney, then in charge of Honesdale Parish, which had five years previous been erected into a separate parish. On the death of Father Maloney in April, 1852, Father William O'Hara, who was in God's Providence destined to become the first bishop of Scranton, was put in charge of Honesdale; and the first baptismal records of St. Philomenia's Church are over his signature. In the fall of 1852 Reverend James Powers was put in charge of Honesdale and Reverend Moses Whitty sent to assist him, especially caring for Hawley, which by this time had grown into permanent importance.

The following year Father Whitty was given charge of Scranton, just emerging into notice, and Father Daniel Kelly replaced him as assistant priest at St. John's, Honesdale, and was assigned to caring for Hawley. During this time Hawley continued as a Mission under supervision of St. John's Parish of Honesdale. But the enlargement of the Canal and the increased shipments of coal by the Pennsylvania Coal Company had proportionately increased the population so that in the summer of 1855 it was found necessary to release Honesdale of its care and make Hawley the center of a new district. Reverend Michael Filan was transferred from Lancaster County and placed in charge of the new Parish. He was untiring in his efforts to improve and advance the spiritual and material interests of his people and to elevate the morale of his populous charge and was more than ordinarily successful.

In the summer of 1864 he was transferred to Philadelphia and Hawley again reverted to the care of Honesdale until 1865, when the Reverend Bernard McCollum was put in charge and continued until 1869, when he went on a Mission to Rome and died there. Here again Hawley became dependent upon Honesdale until the fall of 1870, when the Reverend John P. O'Malley was given charge.

On the opening of the Hawley Branch of the Erie Railroad Father Filan erected a church at Lackawaxen, which gave promise of an importance never realized. This Mission made a very difficult one for the new priest, as he was obliged to get permission of

the Railroad Company to go there and return on an old-fashioned hand car, whenever he said Mass at that place on Sundays.

Father O'Malley remained in charge of Hawley Parish for twenty-one years, or until 1891. During his pastorate he built a neat frame church at Ledgesdale and at White Mills. In 1891 he was assigned to Pittston and Reverend J. H. Judge was given charge of Hawley. Shortly after coming here Father Judge made an extended trip to Europe and Reverend James Shanley officiated during his absence. Father Judge remained as pastor until January 30, 1899, when Reverend P. C. Winters, LL. D., was appointed pastor.

Dr. Winters found the old wooden structure in a dilapidated condition after having stood for more than fifty years, and his first thought was to give his people a church worthy of the name. With characteristic energy he set to work to build the present beautiful edifice. The old building was removed and in the summer of 1900 the cornerstone was laid and after a year of strenuous effort he saw the church completed. On December 31, 1909, Dr. Winters was transferred to St. Paul's Church, Green Ridge, Scranton, and Reverend Henry P. Burke was assigned to St. Philomena's.

By this time the debt on the church was paid and the good priest conceived the idea of a Parish House in keeping with his new church, and in the movement had the hearty cooperation of his congregation. With the completion of the home the Catholic people of Hawley can boast of as beautiful property as any Parish of its size in the Diocese of Scranton.

In January, 1922, Reverend H. P. Burke was called to Avoca, Pennsylvania, to fill the vacancy caused by the death of Father Crane. The people of Hawley, not only his own flock but the entire community, were grieved to learn of his departure, as he was always in full accord with every movement for public good and free with his able counsel in all things pertaining to the upbuilding of our borough. However, his people were soon convinced there was still another worthy of their unswerving loyalty and support in the person of the Reverend M. P. Boland, who was given charge the 17th of January, 1922, and with us to date. And whom the good people of Hawley sincerely hope may be left with them for many years to come.



Lutheran Church

History of St. Paul's Evangelical Lutheran Church

THIS church was founded by a number of German families in 1853. Among the first members were M. Kellerman, Fred Siedler, Frederick Vicinus, Reinhardt F. Warg, George Hittinger, G. Grosbeunter, John Dittman, Martin Schardt, George Schlager, August Cassel, Richard Teeter, J. Tropp, Charles Ludwig, Nicklaus Douber, Henry Poelt, Karl Ludwig, Fred Nell, Christian Grist, Ernest Warthling, William Scholl, J. Siedler, M. M. Froelich, Daniel Kunseman, John Glass, Charles Speicher, and F. Alexander. The first pastor was Rev. Fred Baurtelle, under whom the church was founded in 1859, and was known as the "German Protestant Church" until March, 1862. The first resident minister in Hawley was Rev. Pastor Frankfort, who laid the cornerstone during the summer of 1864. On December 17, 1865, Rev. Zuercher of Sterling conducted open services in the basement of the church. On March 3, 1867, a call was extended to the Rev. F. A. Bauer of Honesdale. His services were cut short when claimed by death Oct. 2, 1870. During the vacancy which followed Rev. Otto Telle and Rev. Wilken, both of Honesdale, supplied the pulpit. During the summer of 1872 the church was completed at a cost of \$5,000 and was dedicated by Rev. O. Telle. The trustees of the church at that time were George B. Grossbeinder, Reinhardt Warg, Daniel Kunzsmann,

Henry Haegerich and John Dittman. The first organ was a gift of Mr. Fred Meissinger, and Mrs. J. Heiss was the first organist. The first pastor of the new church, Rev. J. W. Wagner, was installed July 6, 1873, and resigned September, 1891, having served as pastor for 18 years. January 1, 1892, Rev. L. Gross became pastor of the congregation and during his pastorate the parsonage was built at a cost of \$1,800. September, 1893, Pastor Gross resigned and was succeeded by Rev. Edward Gottlieb, who served to 1904, when Rev. R. E. Lucas was elected and remained until January 1, 1914. July 5, 1914, Rev. B. Walter Pfeil was made pastor and served until 1924, when on May 8, the same year, Rev. Karl Otto Klette took charge. Rev. Klette is the present incumbent. On Christmas day, 1922, the church was burned. February 23, 1925, building was begun on the present beautiful edifice. March 29, 1925, the cornerstone was laid. August 1, 1925, first service was held in the church basement, and the building was completed in December of the same year.

Methodist Episcopal Church of Hawley

WE HAVE not been able to ascertain with certainty the exact date of the first Methodist Episcopal preaching at Hawley, or the name of the first preachers. From 1848 to 1850 the charge was served by Rev. O. F. Morse, Rev. A. J. Rodgers preaching on alternate Sundays. During this pastorate the place of meeting was the second floor of the Longstreet Building on the southeast corner of Main and River streets. Later services were held in the second story of the Pennsylvania Coal Company's new machine shop. Another transfer was made to the school house on 17th street, now occupied by Andrew Terwilger. Later the place of meeting was changed to the second story of S. W. Spencer's brick building on 20th street, and now owned by Mrs. Rose Howell. In 1850 the Pennsylvania Coal Company, whose coal shipping interests were the main reasons for the growth of the place, donated three lots on the west side of 19th street. The contract for the erection of a church was awarded to Mr. M. Plum for the sum of \$800, the trustees to furnish the material. Rev. J. B. Cooper was appointed to this charge in 1851 and served for two years. During the first year on the charge the society was incorporated. Its charter bears date of May 6, 1851. Rev. E. C. Taylor became pastor in 1853. The church building was dedicated this same year. Rev. B. D. Emory was the next pastor, serving during 1854-5. He was suc-



M. E. Church

ceeded by Rev. C. W. Giddings, who served one year, 1855-6, and was followed by Rev. Charles L. Rice, who remained until 1858. In 1860 M. Plum built the parsonage by contract for \$835, he furnishing all the material. The new parsonage was first occupied by Rev. N. S. DeWitt, who served for one year, 1861. Then followed Rev. D. A. Shepherd, then Rev. F. R. Wilber, Rev. C. V. Arnold, Rev. W. W. Welch, bringing us to 1868. Rev. C. W. Todd was appointed to Hawley in 1868, but was transferred to the Oregon Conference, and Rev H. J. Harned, a transfer from the Illinois Conference, was stationed here in his stead, and filled out the year. For three years, from 1869-72, Rev. N. S. Reynolds served as pastor. Rev. E. F. Roberts served three years, 1872-75. He was followed by Rev. J. B. Newell, whose pastorate extended for three years, 1875-78. Rev. J. F. Williams was appointed in 1878 and served two years. Rev. P. R. Tower also served two years, 1880-82. Rev. W. B. Westlake took charge in 1882 and served six years when Rev. J. V. Newell was returned for a second pastorate of three years, from 1885-1888. Rev. George A. Cure served as pastor three years, from 1888-91. The next appointee was Rev. I. N. Shipman, who served four years, 1891-95. From 1895 to 1900 Rev. A. W. Cooper served as pastor. April 23, 1900, Rev. S. C. Simpkins was appointed as pastor of the Hawley charge, until the spring of 1907. Rev. Benjamin P. Ripley came here as pastor and served for five years,

1907-12. Rev. D. S. McKellar was the next pastor and served three years, 1912-15, during which time there was a steady growth in membership. In 1915 Rev. Wm. G. Simpson was assigned to this charge, remaining for two years, 1915-17. Rev. W. F. Hunter then served this church for one year, 1917-18, and was followed by Rev. Walter R. Williams, who remained for two years, 1918-20. Rev. Ivan L. Snyder was pastor for one year, 1920-21. In 1921 Rev. W. W. Ridgely became pastor, serving the church for three years, 1921-24. The present pastor, Rev. C. C. Volz, came to Hawley in the spring of 1924 and is now serving his fourth year. The church now has a membership of 228, with a church building valued at \$20,000 and a parsonage that cost more than \$7,000.



Presbyterian Church and Manse

The Presbyterian Church

THE Presbyterian Church was organized November 25, 1849, by the Rev. Mr. Burr Baldwin, who moderated the meeting held on that date for the purpose of affecting the organization. Rev. Mr. Baldwin was missionary for the Presbytery of Montrose. The following named persons attended the meeting and became charter members of the church: Isaac Beardsley and Catherine, his wife; Joseph Brown and Loura, his wife; John Newman and Anna, his wife. These were received by certificate from the Presbyterian Church at Honesdale. Mr. Alfred Burns was received at the same meeting on confession of faith. Seven members thus constituted

the church, as first organized. Mr. Joseph Brown was elected and ordained the first elder of the church on the date of its organization. During the three years that followed, 1849-52, the following named persons became members of the church: Joseph Tuttle and wife, John S. Decker, wife and Elizabeth, his daughter; Sarah Ann Compton, Solomon Z. Lord and Sarah J., his wife, and Mary, his daughter; John Frothingham, Jr., John Nyce and his wife. In November, 1852, the church had increased to 22 members, and at that time the Rev. E. W. Staddard became the first installed pastor, and regular services were held each and every Sunday. Previous to this time services had been held only occasionally.

The following named ministers have served the church since that time: Henry Van Houton, 1856-65; Rev. W. A. Dunning, 1866-69; Rev. Henry Van Houton, 1869-71; Rev. W. C. Galpin, 1872-77; Rev. Arthur Folson, 1877-79; Rev. R. H. Craig, 1884-88; Rev. Frank E. Kavanaugh, 1889; Rev. Jonathan Greenleaf, 1889-93; Rev. J. Joseph Rankin, 1893-1900; Rev. J. P. Crane, 1900-06; Rev. Walter S. Peterson, 1906-11; Rev. W. E. Buchanan, 1912-15; Rev. S. R. Deihl, 1916-18; Rev. George W. S. Wenrick, 1920-25; Rev. C. L. Hine, 1925 to the present time. The original church building was located on the east side on the property now occupied by Ivan L. Swingle. The present church was built in 1890 and the manse in 1900, located on Church street. The present elders now serving are A. L. Bishop, M. M. Edwards, E. E. Beardsley, C. S. Houck, and F. W. Sands. The present trustees are H. J. Atkinson, R. W. Murphy, J. D. Ames, W. F. Suydam and C. S. Houck.

James O'Connor's Letter

The following letter was written by James O'Connor of New street, Scranton. Mr. O'Connor is a grandson of Edward Donnegan, who came here with the building of the Pennsylvania Gravity Railroad, more than seventy-five years ago, and lived on the now called Railroad street, overlooking Middle Creek River and the Erie Railroad.

"Thomas Moore wrote an undying poem entitled 'The Meeting of the Waters.' This beautiful rhyme dealt with the vale of Avoca in Ireland. A present-day poet could write with similar feeling about the vale of Hawley in Wayne County, Pennsylvania, where there is the meeting of two streams, the Lackawaxen River and the Middle Creek. The river thus increased in volume, pursues its way through rural and historic scenes sixteen miles to the broad Delaware at Lackawaxen.

Hawley, the garden village and the junction of pleasant waters, is imbedded in my memory, with its hills, rivers, waterfalls, canals, Gravity Railroad and other attractions, for it was the first large place I saw.

My father, John O'Connor, and my mother, whose maiden name was Margaret Donnegan, were married at Hawley in 1856 by the late Reverend Michael Filan. I was born at number eighteen plane, Salem Township, Wayne County. My father at that time was fireman at the number eighteen engine house on the Pennsylvania Coal Company's Gravity Railroad. He died in January 1863, of a cold he caught while shoveling snow from the foot of the plane. As soon as I was old enough I rode on the Gravity coal cars and was pleased whenever my mother took me on railroad trips to Hawley. To go to that village from our hamlet we boarded the light cars at number eighteen and rode two miles to number nineteen, now Ariel. At that place we got on the trucks pulled by horses for two miles to the head of number twelve on the loaded track. Then, on the loaded cars, we began a fourteen mile ride to Hawley.

As we sped along we could see from the hill two miles east of number twelve the zigzag course of the Middle Creek through a number of fields in the valley. How the creek deviated from a

straight line into numerous closely lying curves is a mystery. Farther on the beaver dam and still farther two large vacated lodging houses that had been occupied by workmen who in 1849 built the Gravity Road, which was opened to traffic in May, 1850. And superseded by a locomotive line in December, 1885.

From the hill at what is now Clemo we looked upon Robertson & Cail's tannery, a wide spreading hive of industry. Many years ago when hemlock bark became scarce in the Clemo region, the tannery was removed to western Pennsylvania.

At Hoadleys we passed large pockets at which local sales of coal were made. A few miles more we rode over Wangum Falls, a part of the Middle Creek. This experience was thrilling, especially to a youth. A long wooden aqueduct here also attracted attention. This structure took water from a dam in the creek above the falls and carried it across the valley to number fifteen, on the light track, where it drove the big wheel which hoisted cars and which, after fifteen or twenty years' service, was replaced with a steam engine. This water wheel was first run by Jacob Ames, after him John Ames and Ezra Swingle.

The loaded track passed under the outbound or light track at number fourteen, two miles from Hawley. There was a water-wheel at number fourteen in the early days. It was fed by a canal from the Middle Creek. The wheel runners were successively, Charles F. Hand and William Hand.

My mother and I were once riding from number twelve on what were called log trucks. We sat with the runner at the head end of the first car. As we entered the Hawley yard at slow speed one of the front wheels broke and stopped the trip. The truck pitched somewhat and shook us badly. Had the accident happened while the trucks were running fast there is no telling what the result would have been. With the matters that took us to Hawley attended to, we boarded light cars on a trestle at the foot of thirteen and rode home, almost to the door of our house.

I saw the first locomotive that entered Hawley. It came up over the Erie's new branch from Lackawaxen in the summer of 1863. I was among the children who had just been let out of school. We assembled on the creek bank along River street and looking across the stream, feasted our eyes on the engine, which stood near the Pennsylvania Coal Company's pockets. The machine was a wood burner with an expansive bell stack and was surrounded by a crowd of villagers.

Among my recollections of Hawley are the long trains of Gravity

cars, the inclined planes, the extensive coal works, the Pennsylvania Coal Company's machine shops, foundry and offices, numerous gravity trestles called highworks and the roomy Delaware & Hudson Canal basin lined with boats into which coal was dumped from early morning until nightfall. Then there was the weighlock and other canal locks, the swinging bridge over the Lackawaxen near the shops, the Paupack Falls and the Eddy. The skillful rafting in the narrow and frequently curving river was full of interest.

The largest building in Hawley at that time was the Ewen House. This hotel overlooked the canal basin and was named after John Ewen, who served a long time as President of the Pennsylvania Coal Company. It was particularly a show place at night when brightly lighted.

Number thirteen stationary engine was run by William Chambers. Cornelius Roche, who lived close to the engine house, was the fireman. He was the father of former Assemblyman John E. Roche, now of Scranton. The latter was employed in various capacities on the Gravity.

My grandfather, Edward Donnegan, who lived on Railroad street, was one of the men who were employed in constructing the Erie Railroad branch from Lackawaxen to Hawley. His son, the late James Donnegan, was a graduate of Wyoming Seminary, Kingston, Pennsylvania. James Donnegan married Miss Jane Shannon of Honesdale, was the father of Dr. E. J. Donnegan, Alice Donnegan and Lucy Donnegan, all of Scranton. Dr. Donnegan is a graduate of the dental department of the University of Pennsylvania. Alice works in his office and Lucy is an instructor in the architectural department of the International Correspondence Schools.

Soon after my father's death in January, 1863, I lived for six months with my grandfather at Hawley. Our neighbors on Railroad street were Thomas Feury, Patrick Foy, James Carbine, Thomas Monahan, Michael Donnegan, Thomas McAndrew, Matthew Loughney, David O'Hora, William Brennan and Michael Golden. From my grandfather's house I could look across the Middle Creek to Hugh Sheridan's farm, which was the only clearing on the wooded hill on the west side of the creek and which contained Sheridan's spring. When I went to Hawley for the six months' stay I attended a private school kept by James P. Kane in the basement of St. Philomena's Church. From there I went to the Palmyra Township public school, which was then called the Red school house. It was taught by John Monaghan. Mr. Kane moved to

the Lackawanna Valley and died while teaching in Olyphant. Mr. Monahan, who in his later years became a grocer in Wilkes-Barre, died at that place. James Donnegan moved to Providence and taught a private school in the basement of the Catholic Church, which used to be situated on Bloom street. I lived with him for six months and attended one term at his school.

I heard a great deal at Hawley about the good pickerel fishing in the Paupack River at Shouse's Mill Dam and saw some of the large catches, especially those made in the winter through holes cut in the ice. I was greatly interested in this sport and would like to have seen more of it, but was prevented from doing so by the cold weather and the two-mile uphill tramp that was required. The Hawley youngsters were, in the winter, often on the long, steep incline extending past St. Philomena's Cemetery and into the village. Down this icy course they used to ride on sleds. The flights were full of excitement, frequently resulting in bodily injury.

Among the stores were Hoban & Hennigan's, Thomas Ruddy's, Thomas Mangan's, and Barrett's. There was also the Hawley Free Press, a weekly newspaper, and Connell's stone building, which was used as a hotel. The youngsters looked upon the printing office as a depository of intellect and liked to peek in.

In the summer the children played ball, marbles, and hide and seek on Railroad street, picked berries on both sides of the light track and roamed on the Delaware & Hudson's towpath. The wagon road from Hawley to number fourteen was a favorite romping place. When freshets occurred in the Middle Creek the Hawley bulkhead was greatly overflowed and much driftwood from the upper part of the stream collected in the dam. This bulkhead was built to supply a canal which carried water through the village and past the Green Hill to the engine house at the foot of number thirteen plane and to the water wheel at the foot of the coal pile. The wheel having run the plane on which coal from the storage dumps along the Lackawaxen was hoisted. The men and boys caught the driftwood. They were very daring and I have often wondered considering the risks which they took, leaping from log to log, why some of them did not drown.

I was in a St. Patrick's Day parade in Hawley. The participants first attended mass at St. Philomena's. The singing by the choir was beautiful. I can still remember the soprano, who outdid herself that day. She was Miss Connell. The procession, after traversing West Hawley went over the canal bridge near the Eddy,

visited the East Side and came back to the center of the village, where it disbanded.

At number sixteen ten miles from Hawley, lived Mr. and Mrs. Patrick Brown, members of St. Philomena's congregation. They had an interesting family. Mr. Brown, who was engineer at sixteen plane, was a noted mechanic. His son, Michael E. Brown, also engaged in mechanics and had the Pennsylvania Gravity engines down fine. He is foreman of a machine shop in New York at present and makes his home in Brooklyn. Mary A., one of Mr. Brown's daughter's, married the late Michael Coughlin, who lived in Hawley and was a runner on the Pioneer. Frank H., one of Mr. and Mrs. Coughlin's sons, is Vice-President of the Pennsylvania Coal Company. The other son, William P., was a noted league ball player and for the past six years has been coach at Lafayette College, Easton. Their daughter, Miss Catherine, is an instructor for the Bell Telephone Company, and the other daughter, Gertrude, is employed by the International Correspondence Schools in Scranton.

Mr. and Mrs. Charles Carroll were also members of St. Philomena's congregation and lived at number eighteen. Two of their grandchildren are physicians, Dr. Frank A. Carroll and William A. Ryan, both of Scranton.

Beyond other motives for my trips to Hawley is the fact that my parents rest in St. Philomena's Cemetery on the flowery hillside. As long as my strength remains I shall continue to visit regularly that graveyard in fond remembrance of my father and mother."

Disastrous Fires

THE most disastrous fire that ever visited our town, broke out at 1:35 on July 19, 1897, and laid bare almost the entire block, bounded by Main street on the east, River street on the north, Fifteenth street on the south and Nineteenth street on the west.

The fire originated in the back kitchen of the house of Mrs. Barbara Weinss, and was first discovered by Night Watchman Tanner. If he had a few pails of water when he first reached the scene he could have extinguished the blaze in a minute, but owing to the inflammable nature of the building the entire structure was soon enveloped in a seething mass of flames.

Mr. Tanner gave the alarm and ran to the Glass Works to have the whistle blown. Owing to the untimely hour it was a difficult matter to awaken the citizens, but in a short space of time nearly the whole population of the town was on the scene.

There being no fire department, and no waterworks of any kind, it was a difficult matter to cope with the fiery element, but brave men soon got to work, and by dint of superhuman exertions prevented the blaze from spreading in a southerly direction. Their work saved a dozen houses on Fifteenth street.

If there had been the slightest breeze going, nothing under the sun would have prevented the destruction of the entire business part of the town. As it was, it was bad enough. "What yesterday was a busy thoroughfare, is today a heap of smouldering ruins. Families which the night before, talked cheerfully of the bright and prosperous future, were the next day homeless and penniless, with a greater part of their household goods broken and ruined in their efforts to get them to a place of safety."

The house in which the fire originated was occupied by J. Silverman, who lived with his family on the top floor. Anton J. Kerber, the tailor, and Ricker's piano warehouse on the lower floor. Everything in Silverman's apartments was destroyed, while Kerber and Mr. Ricker saved all they could.

It took only a few minutes for this house to burn, and the flames spread rapidly to the next building, occupied by Myers' restaurant. Willing hands tried to save the household furniture of Miss Myers, but a great quantity of clothing and valuables were destroyed. In

the excitement of the moment her keys to a bureau in one of the upstairs rooms were mislaid, and one of the drawers, containing between forty and fifty dollars in cash, was burned. Along with this a large stock of wines, liquors and cigars were wiped out of existence. Her loss was very heavy.

After the flames had played havoc with the Myers building they leaped across to Hensel's photograph gallery, and soon had this building in its fiery grip. The relentless flames gave Mr. Hensel no time to remove anything and he met with an entire loss.

When the photograph gallery started everybody agreed that the large and handsome building, known as the Keystone Hotel, was doomed, and it was only a question of an hour when it would be reduced to cinders, although the post office building and a large barn, occupied by Lyons' livery, intervened.

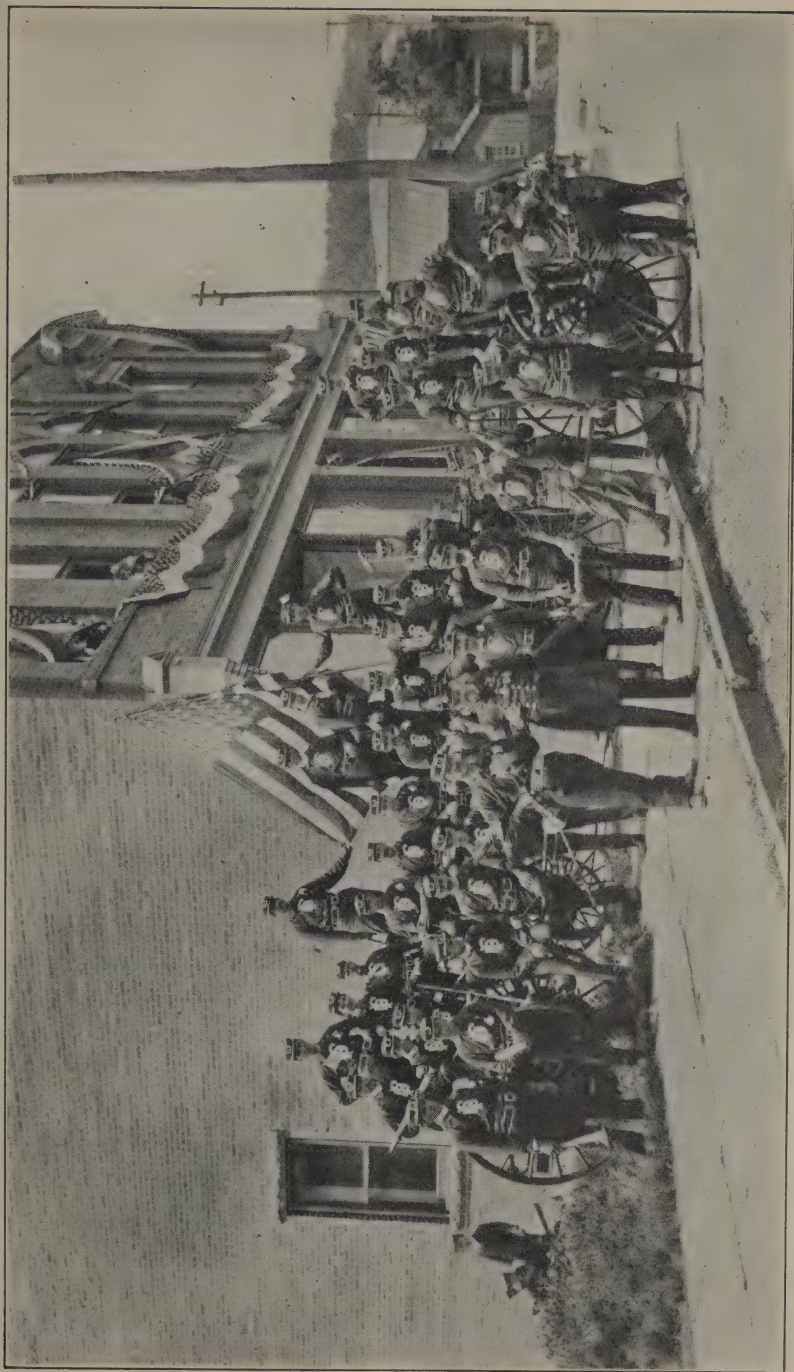
Everybody helped to clean out the post office, and the paraphernalia was removed to a vacant lot across the creek, from where the first mail was sent out. After the fire the post office was moved in Kramer's, next door to Phillips' Jewelry store.

All the horses, vehicles, etc., in Lyons' livery were gotten out and removed to a place of safety. At this junction the attention of the workers was turned to the Keystone Hotel, and the 30 rooms were partly emptied of their contents. All the guests were awakened in opportune time, but it was not until the timbers began to crackle that Dan Golden, the bartender, was aroused from his slumbers. The entire upstairs part of the hotel was burned before any attention was paid to the barroom.

Michael Koch, proprietor of the hotel, is entitled to much sympathy from the fact that he had no insurance, and considerable of his household goods as well as a large quantity of wines and liquors were destroyed—the former by moving, the latter by fire, and the great inconvenience he was put to by removal and burning out of house and home just when everything seemed to be coming his way. He moved to a temporary place over the river in the old Treadwell building, near Frank Dunn's blacksmith shop.

The next place visited by the flames was the residence of Mrs. Kurzenknabe, in the rear of the Keystone Hotel. Her home was soon gutted and nothing remained but the stone walls of the cellar. She saved most of her effects.

In close proximity stood the house of Mrs. Clifford. It was only a few moments before this was also reduced to ashes. All her household goods were gotten out and transferred to the house of Mrs. Howely on Nineteenth street.



Old Hawley Fire Company

Men, women and children worked like beavers, and forgot everything else in their endeavors to lend a helping hand.

All the tenants and property owners on the north side of River street removed everything from their houses and premises. These included Solomon Speers, Fred Schalm, Grant Kimble and the Times office. Everything in the house of Mr. Woodward, next door to the Times office was packed and ready for moving at a moment's notice, but as luck would have it the fire spent its fury before the Times office was reached.

The bucket brigade, headed by Chief Fire Marshal James Murphy, deserved great credit for preventing the flames from spreading any farther to the south. Hundreds of men worked with tireless energy, and deserve credit for what they accomplished, while those who stood around and enjoyed the blaze may have had a good reason for doing so.

At this critical moment the north wall of the Keystone Hotel tottered and fell across the street, and it was feared for a time that the barn of Charles Daniels would next fall a prey to the fiery demon, but good work of the volunteers saved it and thus ended the most appalling conflagration that has ever visited Hawley.

Another Bad Fire

AT 9 O'CLOCK, Tuesday, June 21, 1898, while many were moving about the streets and others were closing their places of business, flames were seen to burst from a barn in the rear of Odd Fellows' Hall so suddenly and of such volume that before enough help could be summoned to stay the progress of the fire it was well under way and hope of confining the flames to the barn was despaired of, yet the fearless fire company fought desperately, until forced by the intense heat to retreat. A large barn adjoining was next ignited and all available help bent their energy toward saving the large Odd Fellows' building, the rear of which was now in flames. Men mounted the roof and ladders were strung on the sides, but the supply of water was inadequate for efficient work and the courageous fighters were again baffled. It was still thought to be possible to save E. V. Murray's store building, occupied by Welsh & Ames, and located about 14 feet north, but after a short but desperate struggle it was also abandoned a prey to the fiery fiend. About this time the Cottage Hotel on the south, and W. C. Ames' livery on Sixteenth street were enveloped in the flames, which soon licked up C. Buck's tailor shop and dwelling on the corner of

Sixteenth and Eighteenth streets south, and another store building, owned by E. V. Murray and occupied by W. H. Bigart, and an adjoining store building owned by John Kearney and occupied by Freeman & Son as a clothing store on the west. The only remaining fuel for the flames on the block on Eighteenth street were two one and one-half story dwellings owned by J. Kearney, one of which was occupied by himself and family and one by A. J. Kerber as a tailor shop and dwelling.

With the greatest of desperation the men resolved to save these buildings and stay the flame's progress up Fifteenth street, which would have caused the inevitable destruction of the block on the north and west sides. The structures which were metal roofed were covered with carpet and saturated with water, while the blistering heat was borne with great courage, and until the large store buildings collapsed, and the heroic efforts of the workers were rewarded with a victory over the flames on the north. While this work was in progress many others were bending their utmost energies to save the German parsonage west of the livery barn, but the immense amount of inflammable materials contained in the barn made the heat so extremely intense that a position could not be retained and the valiant fighters were forced to fall back and consign the beautiful parsonage to the flames. The large German church stands on the corner of Sixteenth and Nineteenth streets, about 20 feet west of the parsonage, and for some time it was thought it must share the fate of the consumed buildings, but by much hard work and suffering from the heat the brave battlers succeeded in saving it as a monument to tell in the future of the best fire fighting without facilities yet recorded.

While the flames were raging fierce and men were laboring hard to stay their destruction, hundreds were relieving the burning buildings of their contents, and hundreds more were concentrating all efforts to protect the buildings on the opposite sides of the streets from sharing a similar fate and taking with them the entire eastern part of West Hawley, as a brisk wind was blowing from the west. Many buildings across the streets were badly scorched and otherwise damaged.

When it was apparent that the Odd Fellows' building was doomed, a message was sent for the Honesdale fire department, but notwithstanding the fact that they were throwing water within two hours from the time they were sent for, they had nothing left to play upon but the smouldering ruins of the heart of the borough.

It was a wild night in Hawley. Men, women and children were

frantically running the streets. The yards and streets for blocks were lined with furniture, bedding and store goods; teams were going back and forth gathering up the scattered articles and taking them to places of safety. For a while during the fiercest of the fire the clouds were obscured with a canopy of dense smoke, thickly flecked with burning embers that were hurled by the wind over the entire western part of the borough, and from which some buildings, two blocks distant, caught fire but were quickly extinguished.

The losses sustained together with the amount of insurance as near as could be learned, are as follows: John Kearney, dwelling, damaged \$50, covered, store building, \$2,500, insured \$1,500; E. V. Murray, two store buildings, \$5,000, insurance \$1,500; Odd Fellows' building, \$3,000, insured \$2,000; Cottage Hotel, \$2,500, no insurance; C. Buck's dwelling, \$1,600, insured \$1,000; Ames' livery barn, \$1,500, no insurance; German parsonage, \$1,800, insurance, \$1,200. The loss on personal property and damage to buildings, all covered by insurance, were: R. F. Warg, \$50; Mrs. Killam, \$75; R. Teeter estate, \$300; P. J. Bower, \$500; C. Steffani, \$200; Lee Fox, \$1,500; D. Jacobs, \$75; P. Smith, \$150; Rev. E. E. Gottlieb, \$600; Joseph Nell, \$40; Nell Bros., \$500; Red Men, \$200; Odd Fellows', \$100; Welsh & Ames', loss on stock was about \$10,000, insured \$8,000; W. H. Bigart, stock, \$1,100, insured \$500; Freeman & Son's loss on stock of clothing did not exceed \$2,000, insured \$1,300; C. Buck lost a piano, insured \$200.



Girl Scouts

Honor List of the War of the Rebellion, 1861-65

Randal W. Kelly	Wesley F. Rogers
James E. Ball	John Briscoe
S. R. Huff	John Randolph
John Litz	Jacob Eberhardt
Thomas Foy	James Vandermark
William Cruse	George W. Kimble
Richard H. Ely	Charles L. Frank
Michael Creighton	Dennis Nealon
Benjamin DeGroat	Horace Hazen
Edwin R. Hazen	Chester A. Pellett
Fred Afford	William H. Bigart
Henry Smith	D. R. Cooper
Josiah Perry	Edward Seiler
Daniel Huff	Conrad Ritter
James M. Thorpe	Wesley Pierson
Wesley Cron	James Swan
Perry H. Fuller	D. James Colgate
Charles H. Ridgeway	George M. Wilson
E. A. Marshall	M. M. Treadwell
John H. Smith	Frederick Vieines
J. A. Collum	Henry Ritch
Herman Frank	James Donegan
Simeon Brink	John S. Decker
George Ammerman	Thomas B. Brink
William Ham	Francis Hess
William E. Curtis	John Weber
Conrad Lyons	Joseph Bachon
S. R. Evans	Milton Turner
Martin Monahan	Frederick Gelderman
Stanley Gaines	S. S. Spears
J. T. Rodman	R. T. Ames
Henry Durshimer	Peter R. Collum
William Hand	Isador Kastner
William Grelowitz	Rev. P. R. Tower
George F. Long	Leonard Simonson

This list was prepared by D. James Colgate, and with very few exceptions comprise a list of men who were members of the James Thorpe Post, No. 195, G. A. R., of Hawley, Pennsylvania.

The only surviving members of the above veterans, to the best of our knowledge, are Milton Turner, John S. Decker, J. A. Collum, S. S. Spears, Fred Afford, C. A. Pellett, R. D. Cooper, and D. James Colgate.

Honor Roll of Veterans of the War With Spain

The following men were members of Company E, 13th Regiment Pennsylvania Volunteer Infantry, Third Brigade, Second Army Corps:

Henry Ball	Charles F. Bishop
Sidney N. Brink	Wesley C. Brink
Edgar DeGroat	Lewis C. Hensel
Francis J. Hughes	Peter Hittinger
Charles A. Lange	*Samuel J. Martin
*Peter M. Nealon	Roy L. Rollison
John J. Steltz	August Sleezer
Howard Shannon	*Jacob Vicinus
Gordon H. Wheeler	*Frank J. F. Warg
Frank H. Walrath	

The members named above and marked * have passed on. The above list was received through the courtesy of Sidney N. Brink.

Honor Roll of the Veterans of the World War

The following men and women from Hawley and vicinity took part in the World War of 1917-1919:

LIST No. 1

Ames, Wilson J.	Lieutenant	36th Infantry	Camp Devans
Adams, William C.	Private	146th Infantry	A. E. F.
Blisner, Arthur	Corporal	Marine Corps	
Butler, Michael	Private		A. E. F.
Bretz, Charles, Jr.	Private		A. E. F.
Beilman, Carl	Private	311th Mch. Gun Bat.	A. E. F.
Beilman, Leo	Private	321st Infantry	A. E. F.
Beach, Alonzo O.	Private	109th U. S. Infantry	A. E. F.
Beach, Harold	(Navy)		
Beach, Frank	Corporal	11th U. S. Infantry	A. E. F.
Baisden, Earl R.	Sergeant	142 Aero Squadron	A. E. F.
Baisden, Raymond	(Navy)		
Brown, Robert P.	Private	Radio School	Camp Jackson
Brown, John F.	Corporal	1st U. S. Engineers	A. E. F.
Brady, William	Private		
Bower, William G.	(Navy)		
Bushwall, Wm. J.	Lieutenant	Infantry	Camp Meade
Bea, William J.	Private	Motor Truck Co.	A. E. F.
Bea, Reuben	Private	108th Meh. Gun Bt.	A. E. F.
Baschon, Edward	Private	334th F. A.	A. E. F.
Bishop, Irene	Nurse	Base Hospital No. 15	A. E. F.
Bauer, Lawrence	Private	4th Battery, Fard	A. E. F.
Carroll, Joseph L.	Private	Aviation	Washington

Caprio, Joseph	Private	Field Hospital	A. E. F.
Chapman, Clayton	Private		
Compton, George A.	Private	Recruit Camp	Camp Greene
Carney, Michael L.	Private	Casual Co.	Camp Hill
Curran, Joseph L.	Private	Spec. Duty Bt.	Camp Lee
Cook, Thomas H.	Private	109th U. S. Infantry	A. E. F.
Carroll, John F.	Sergeant	Camp Hospital	A. E. F.
Drake, Joseph H.	Private	315th Infantry	A. E. F.
Drake, Stanley	Lieutenant	Tank Corps	A. E. F.
Drake, Richard	Corporal	Supply Train	A. E. F.
Dougherty, John	(Navy)		
Decker, Harriet	Nurse	Base Hospital No. 8	A. E. F.
Dopel, Earnest	(Navy)		
Eck, Oliver	Private	Prov. Co.	A. E. F.
Everding, Herman R.	Private	316th Infantry	A. E. F.
Eckbeck, Ogden	Private	21st Engineers	A. E. F.
Finan, Matthew J.	Private	64th Infantry	A. E. F.
Finan, James B.	Sergeant		
Freethy, Fred	Private	A. A. R. D.	Camp Jackson
Gregg, George W.	Private	Ammunition Train	A. E. F.
Gregg, Jessie	Nurse	Base Hospital No. 15	A. E. F.
Gilpin, George W.	Sergeant	311th Mch. Gun Bt.	A. E. F.
Gilpin, Allen E.	Lieutenant	I. R. & T. C.	Camp Lee
Grant, Harry L.	Private	57th Pioneer Infantry	Camp Lee
Grant, Hiland			Camp Dix
Guinn, Robert D.	(Navy)		
Gifford, Maurice B.	Sergeant	357th Aero Squadron	Mineola, L. I.
Goodman, Harry N.	Private	109th U. S. Infantry	A. E. F.
Gibbons, James J.	Private	11th Field Artillery	A. E. F.
Geisler, Peter P.	Private		A. E. F.
Hames, Harold	Corporal	109th U. S. Infantry	A. E. F.
Hames, Fred N.	Private	111th Trench Mor. Bt.	A. E. F.
Hazen, George E.	Private	Engineer Corps	A. E. F.
Hazen, Francis X.	Private	I. R. C.	Camp Lee
Hover, Gilbert Seth	Private		
Hover, Allen Cyrus	(Navy)	U. S. S. Arkansas	
Hover, Rex	(Navy)	U. S. S. Stockton	
Hover, Stanley	(Navy)	U. S. S. Mt. Vernon	
Hittinger, Geo. W.	Corporal	Ordnance Dept.	Newport News
Hittinger, Frank	Private	8th Co. C. A. C.	Panama
Haggerty, Anthony	Private	146th Infantry	A. E. F.
Hale, Claude L.	Private		Camp Meade
Haussman, Fred	Private	I. R. C.	Camp Lee
James, Lafayette	Private	109th U. S. Infantry	A. E. F.
James, Arthur J.	Private	2d Engineers	Camp Humphreys
Jacobs, Edwin L.	Private	2d M. M. Regt.	A. E. F.
Kahleis, Godfrey	Private	Corps Artillery Park	A. E. F.
Kahleis, Rudolph A.	Private	106th Infantry	A. E. F.
*Kelch, Geo. A.	Private	109th Infantry	A. E. F.
Killam, O. A.	Corporal	109th Infantry	A. E. F.

Kollmer, H. C.	Sgt. Major	Kelly Field	Texas
Lintner, Floyd	(Navy)	U. S. S. New York	
Lintner, John	(Navy)		
Lowenstein, Herbert	Private		A. E. F.
Leonard, Patrick	Sgt. Major	Coast Artillery	A. E. F.
McCloskey, Jos. J.	Private	Personnel Office	Camp Lee
McCloskey, Eugene A.	Lieutenant	Dental Infantry	Camp Upton
McCloskey, Wm. V.	Private	97th Prov. Co.	A. E. F.
McGinty, Joseph	Private	315th Infantry	A. E. F.
McGinty, James M.	Private	I. R. C.	Camp Lee
McNamara, Frank J.	Private	Engineers	A. E. F.
McNamara, Leo S.	Private	163d U. S. Infantry	A. E. F.
McAndrew, Francis J.	Private	310th Artillery	A. E. F.
McDonnell, Geo. J.	Private		A. E. F.
Miller, Samuel	Captain	Prisoner	A. E. F.
Mayne, Edward J.	Private	Evac. Hospital	A. E. F.
Mongnos, Desire	Private	80th Prov. Co.	A. E. F.
Mongnos, Bert	Private	307th Engineers	A. E. F.
Monaghan, James	(Navy)		
Monaghan, Francis E.	Private	Tank Corp	Camp Colt
Murphy, Geo. W.	Lieutenant	Truck Co. Q. M. C.	A. E. F.
Murphy, Warren P.	Lieutenant	Repair Unit Q. M. C.	A. E. F.
Murray, Geo. L.	Lieutenant	Observ. Battery	Camp Z. Taylor
Marfing, Frank	Private	316th Infantry	A. E. F.
Matter, Paul C.	Sergeant	Air Service	A. E. F.
Nell, Russell	Corporal	Motor Truck Corps	A. E. F.
Plum, Albert	Corporal	157 Depot Brigade	82 Division
Plum, Max V.	Lieutenant	1st Army Corps	A. E. F.
Plum, Henry	Private	Medical Corps	Camp Greenleaf
Pabst, William H.	Private		A. E. F.
Pabst, Frederick	Private	55th Pioneer Infantry	A. E. F.
Quinney, Walter S.	Sergeant	311th Mch. Gun Bt.	A. E. F.
Ruane, John J.	(Navy)	U. S. S. Olympia	
Rose, Fred Adam	Private	Evac. Hospital	Camp Greenleaf
Rose, Harry			Camp Stuart
Rose, August W.	Private	320th Mch. Gun Bt.	A. E. F.
Richardson, Wm.	Private	State College	
Ryan, Wm.	Sergeant	51st Pioneer Infantry	A. E. F.
Rowe, Frank W.	Private		A. E. F.
Roemer, Percy	Private		A. E. F.
Stoquert, August E.	Private		Camp Lee
Schumann, Earl J.	Private	S. A. R. D.	A. E. F.
Schumann, George C.	Private	311th Mch. Gun Bat.	A. E. F.
Singer, Leslie	Private	Aviation Squadron	Middletown, Pa.
Singer, Florence			
Sheridan, Michael T.	Private	Recruit Camp	Camp Greene
*Sheridan, William	Private	313th Infantry	A. E. F.
Stevenson, Robert	Private	62d Engineers	A. E. F.
Simonds, Albert Ray	Private	108th Mch. Gun Bt.	A. E. F.
Schenck, Raymond	Private	109th Inf. Band	A. E. F.

Spring, Thomas F.	Private	329th Regt. Infantry	A. E. F.
Swingle, Floyd R.	Corporal	F. A. R. D.	A. E. F.
Smith, Chester	(Navy)		
Seeley, Claude D.	Private	Repl. Group	Camp Greenleaf
Sensen, Charles J.	Private	Ord. Repair Shop	A. E. F.
Tuttle, Friend	Corporal	52d Pioneer Infantry	A. E. F.
Tuthill, Harry G.	Sergeant	Telegraph Bt.	A. E. F.
Tuthill, Charles H.	Private	Div. Supply Train	A. E. F.
Thornton, Earl E.	Private	109th U. S. Infantry	A. E. F.
Thornton, Frank			Camp Joyce
Tyce, Arthur	Private	320th Field Artillery	A. E. F.
Vandermark, Eugene	Private		A. E. F.
Vogler, Edward G.	Private	Clerks' School	A. E. F.
Williams, Walter E.	Private	109th U. S. Infantry	A. E. F.
Williams, Edmund E.	Private	Cavalry	Camp Jones
Williams, Ralph	Private	311th Mch. Gun Bt.	A. E. F.
*Wilson, Curtis J.	Private	16th Infantry	A. E. F.
Walter, Carl Fred	Private	Dispatcher	A. E. F.
Wall, Arthur J.	Sergeant	Air Service	Newport News
White, William	Private	67th Pioneer Infantry	A. E. F.
Watterson, Joseph	Sergeant	332d Infantry	A. E. F.
Whalen, Geo. T.	Private	316th Infantry	A. E. F.
Atkinson, Geo. W.	Private	343d Infantry	A. E. F.
Armbruster, Geo.	Private	314th Supply Co.	Camp Meade
Ansley, Homer M.	Private	I. R. C.	Camp Lee
Bidwell, Alfred	Private	38th Infantry	A. E. F.
Cuff, Alexander			
Cron, Ed. H.	Private	311th Mch. Gun Bt.	A. E. F.
Cron, James Peter	Private	Depot Brigade	Camp Lee
Cron, Herman	Private	109th U. S. Infantry	A. E. F.
Cron, Clarence	Private	112th U. S. Infantry	A. E. F.
DeGroat, Guy	Private	109th U. S. Infantry	A. E. F.
DeGroat, Leonard	Private	109th U. S. Infantry	A. E. F.
DeGroat, Florence H.	Private	88th Div. Co.	A. E. F.
DeGroat, Miles	Private	109th U. S. Infantry	A. E. F.
DeGroat, Mahlon	Private	109th U. S. Infantry	A. E. F.
DeGroat, Mahlon	Private	Fort Slocum	
Daniels, Geo.	Private	814th Supply Co. Inf.	A. E. F.
Decker, Wm. E.	Private	319th Field Artillery	A. E. F.
*Eckweiler, Robert	Private	3d Ammunition Train	A. E. F.
Eckweiler, John P.	Private	38th Infantry	A. E. F.
Everding, Wm.	Private	Signal Bt.	A. E. F.
Eccles, G.		Canadian Army	C. E. F.
Frisbe, Leslie	Private		A. E. F.
Gerrity, Wm. H.	Private	Relief Camp	Camp Lee
Glasgow, Wm.		Canadian Army	C. E. F.
Garrison, Thomas	Sergeant	Military Police	C. E. F.
Howell, Oliver C.	Private	1st Dev. Bt.	Camp Lee
Hoehne, Walter E.	Private	1st Dev. Bt.	
Hatten, Wm. W.	Sergeant	Balloon Co.	Lee Hall, Va.

Haussmann, Christian	(Navy)	U. S. S. Mt. Vernon	
Haussmann, Herman	Private	311th Mch. Gun Bt.	A. E. F.
Heyne, Paul	Corporal	109th U. S. Infantry	A. E. F.
Harloe, Arthur	Private	109th U. S. Infantry	A. E. F.
Keyser, Jacob	Private	319th Mch. Gun Bt.	A. E. F.
Keyser, Cornelius	Private		A. E. F.
Koenig, Wm.	Private	56th U. S. Engineers	A. E. F.
*Kuhun, Reginald	Private	316th Infantry	A. E. F.
Loeven, Louis			Hampton, Va.
Lye, Joseph A.			A. E. F.
Lewis, Oscar J.	Private	109th U. S. Infantry	A. E. F.
McDine, Richard	Private		
McDine, Michael	Private	Q. M. C.	Camp Jackson
McClain, Chauncy	(Navy)		
McCarthy, Harry B.	Private		A. E. F.
Mongnos, Maurice	(Navy)	U. S. S. Agamemnon	
Measler, Philip		I. R. C.	Camp Lee
Meacacke, Herman		310th Lt. F. A.	Camp Meade
Mahoney, John J.	Private	310th Artillery	Camp Meade
Mains, John J.	Private	Cas. Det. D. B.	Camp Lee
Martin, John L.		Officers' Tr. School	Camp Lee
Mattada, Joseph	(Navy)		
Munzert, John A.	Private	315th F. A.	A. E. F.
Martin, John J.		109th U. S. Infantry	A. E. F.
Mascar, Henry		109th U. S. Infantry	A. E. F.
Miller, Henry T.		M. P.	Washington
Miszler, Ed. V.	Sergeant		A. E. F.
Monnemacker, Ferdinand		Supply Co.	Camp Jackson
Osborne, Hillary		Med. Dept.	A. E. F.
O'Hara, James J.			Camp Lee
O'Farrell, Andrew			
Piana, Fermino	Private	109th U. S. Infantry	A. E. F.
Piefer, Joseph	Private	109th U. S. Infantry	A. E. F.
Piefer, George		40th Prov. Co.	A. E. F.
Pennell, Martin S.		103d Engineers	A. E. F.
Pennell, Walter M.		103d Engineers	A. E. F.
Quick, Royal G.			Camp Lee
Quick, Harry			Camp Lee
Schmalzle, Louis		148th Infantry	A. E. F.
Surplice, Abram N.			Camp Lee
Solverson, Harry	Sergeant	304th F. S. Bt.	A. E. F.
Schmalzle, Walter		314th Infantry	Camp Meade
Schultz, Ernest	Sergeant	24th Engineers	Camp Meade
Schultz, Robert	Lieutenant	116th Engineers	Camp Meade
Sherman, Alfred C.	Private	316th Infantry	Camp Meade
Singer, Harry		104th Am. Train	
Singer, Frederick			Camp Lee
Singer, Hermann		109th U. S. Infantry	A. E. F.
Sheffler, Fred F.	Corporal	320th Mch. Gun Bt.	A. E. F.
Smith, Daniel		109th U. S. Infantry	A. E. F.

Smith, Robert		Cas. Det.	Camp Lee
Skinner, Leslie		20th Engineers	Garden City, L. I.
Stadden, R. W.		Med. Repl. Unit	A. E. F.
Stevens, Lincoln H.		40th Rprov. Co.	Camp Lee
Shaffer, John E.		310th Engineers	A. E. F.
Schmorowsky, Henry			A. E. F.
Vennie, Oswald			Camp Lee
Vandermark, Leland			Camp Upton
Welch, William			Camp Wadsworth
Decker, Calab		In French Service	
Dopel, Charles	Sergeant	Cavalry	Camp Furlough
Hittinger, Joseph	Captain		Washington
Lobb, F. A.	Captain	Medical Dept.	Transport Service
Ford, John		Navy	

*Killed in action.

This compilation of veterans of the World War was received through the kindness of Mr. H. J. Atkinson, who spent considerable time and labor during that war in compiling and keeping a local roster of our men in service.

Major Gen. James W. McAndrew

Major General James William McAndrew, U. S. A., chief of staff of the American expeditionary forces and commandant of the Army War College, Washington barracks, and for nearly forty years prominently identified in military annals, died shortly before 11 o'clock May 1, 1922, at Walter Reed Hospital. Death came after an illness of two and one-half years, caused by arterio-sclerosis and valvular heart disease, ending the life of the first great American leader of the World War. General John J. Pershing, a warm friend; his wife, Mrs. Nellie Elizabeth McAndrew; two sisters, Mrs. J. P. Creighton of New York and Mrs. Thomas Howley of Dunmore, Pennsylvania, and Colonel J. B. Gowen, executive officer of Washington barracks, were at the bedside. Major General James McAndrew was buried in Arlington National Cemetery.

Under orders issued by the War Department, all troops in the vicinity of Washington participated in the funeral. General Pershing and senior officers stationed in Washington acted as honorary pallbearers.

General McAndrew, the son of John Richard and Eliza (Kane) McAndrew, was born June 29, 1862, at Hawley, Pennsylvania. He received his preliminary education in the public schools of Hawley and at St. Francis Xavier College, New York City. He was graduated from West Point in 1888, the twelfth in his class. A degree



Major General J. W. McAndrew



Birth Place of Major Gen. McAndrew

of LL. D. was given to him in 1918 by Fordham University. On the day of his graduation from the United States Military Academy he was commissioned second lieutenant and assigned to the 21st Infantry, participating in the Sioux Indian campaign of 1890-91. He was promoted first lieutenant in 1895 and assigned to the 3d Infantry. He served in the Santiago campaign, Spanish-American War, and was engaged in the battle of El Caney and the battles before Santiago. He went with the 3d Infantry to the Philippines and was promoted captain in 1899.

He served as quartermaster of the 3d Infantry in both the Santiago and Philippine campaigns, also of Bates' Independent Brigade and Division in the Santiago campaign. In the Philippines he was engaged in action at Caloocon and in the advance on Maiolos. In 1901 he was detailed paymaster and served in that corps until 1905. He was on duty at the school of the line, Army Staff College, and as instructor in the Army Service Schools during 1909-12, having been promoted major of infantry in 1911. He was honor graduate from the Army School of the line in 1910, Army Staff College in 1911 and Army War College in 1913. He was on duty as instructor in Army War College during 1912-14 and at Naval War College, Newport, summer of 1913. Promoted lieutenant colonel in 1916, he served on the general staff for a year, and as assistant commandant and commandant, Army Service Schools, and was then promoted colonel. He was then assigned to the 18th infantry for duty with the 1st Division to go to France in the American expeditionary forces.

He was with the command until promoted brigadier general, National Army, in 1917, and was then assigned to command the 2d Brigade, 1st Division.

He was on duty in the organization of 1st Corps Schools, A. E. F., in France, during August-October, 1917, and was then detailed as commandant of the general staff college and the Army Schools, A. E. F., and sent to Langres to organize, equip and institute those schools. He was promoted major general in 1918. One month later he became chief of staff, A. E. F., continuing as such throughout the period of active operations in France. He was then detailed as commandant of the general staff college (now the Army War College), Washington barracks, D. C. He was promoted major general, Regular Army, March 5, 1921.

He was entitled to wear the campaign badges of the Sioux Indian war, Spanish-American war, Cuban occupation and Philippine insurrection; also the victory medal of the allied forces in the war with Germany. He received the distinguished service medal from the

United States government and the following decorations from foreign governments: Knight commander, Order of St. Michael and St. George, British government; commander of the Order of St. Maurice and St. Lazarus, Italian government; grand officer of the crown, Belgian government; commander of the Legion of Honor and croix de guerre with two palms, French government; Prince Danilo I de Montenegro, from Montenegrin government.

He was a member of the Society of Santiago, Society of the Carabo, Society of Indian Wars, Catholic Club (New York City), and Army and Navy Club (Washington). He married at Scranton, Pennsylvania, November 26, 1889, Nellie Elizabeth, daughter of John C. Roche, a resident of Scranton. They had one child, Mary Aloysz McAndrew, who died in 1908.

General McAndrews received the distinguished service medal, with the following citation:

"For exceptionally meritorious and distinguished services as chief of staff of the American expeditionary schools in France is largely due to forces. The development of the army to his marked ability as an organizer and to his brilliant professional attainments. As chief of staff of the American expeditionary forces during the period of active operations he has met every demand of his important position; by his advice and decision he has materially contributed to the success of these forces, and he has, at all times, enjoyed in full the confidence of the commander-in-chief."

Peter Bishop

MR. PETER BISHOP, one of our early settlers, was born in Hawley in 1826 and began work for the Delaware & Hudson Canal Company when only ten years of age. When fifteen he told his father he would like to be a boat captain. His father supplied him with a horse and sent him to Wurtsboro to get a new boat. In a few years the boat was clear, or as we say, was paid for, and as the canal was to be enlarged he threw up the job as captain and resumed work on the canal. In 1850 Mr. Bishop was given charge of a gang of laborers. In 1864 he was made Supervisor of a ten-mile section of the canal from Hawley to Rowlands, Pennsylvania, which position he held until the canal was abandoned in 1898. Under the supervision of Mr. Bishop were such "Old Timers" as Clark Fitch, John T. Decker, Edward Marshall, Simeon Brink, Mordica Edwards, Philip Kimble, Gilbert Daniels, Thomas Loftus, John Bryant, John Murphy, Patrick Lynett, Michael Cardin and James

H. Tighe on the Hawley section. At the pulpit was Sam Barnard, Patrick Carroll, John and Patrick Harrison, Daniel Vicinnes and David Cooper.

Mr. and Mrs. James T. Rodman

FOR many years a select school was kept by Mr. and Mrs. James T. Rodman at the corner of Keystone and Chestnut avenue, and which maintained a decided lead over all town schools and deserves special mention, for indeed it would be difficult to find a citizen of Wayne County, especially of Hawley and vicinity, more widely known than he, and we may safely say the same of his talented wife, who shared with him the esteem and respect of the entire community. They were for many years numbered among the leading educators of Hawley, and not a few of the prominent citizens of the present generation received their literary training under Mr. and Mrs. Rodman during their active years as instructors. In 1855 Mr. Rodman took up his residence in Hawley, teaching in the public schools here up to the time of his marriage, after which he and his wife conducted a select school until 1878. On December 26, 1860, Mr. Rodman was married to Miss Katurah Longstreet. Miss Longstreet was a graduate of Holyoke (Mass.) Seminary, now a chartered college. She taught school forty years in all, a great part of that time in Hawley, where, as previously stated, she and her husband conducted a select school for eighteen years. To them was born no children, but they reared a nephew of Mrs. Rodman's, George T. Rodman, who has taken their name and is now a prominent and successful physician in our town.

J. B. Fitch

IN 1843 Mr. J. B. Fitch came to Wayne County for the purpose of working at his trade as carpenter. He found an opportunity to enter the employ of the Delaware & Hudson Canal Company and he and his brother began building locks and doing carpenter work. From 1846 to 1849 he was at Lackawaxen building the aqueducts and feeders for the canal. In 1849 he settled with his family in Hawley. Upon the death of T. H. Tracy, Mr. Fitch was selected to fill the vacancy of Superintendent of the Pennsylvania Division of the Delaware & Hudson Canal Company, which position he held until the fall of 1884 when he resigned on account of failing health, a period of forty-one years a trusted and efficient employe. In 1850,

Mr. Fitch built the home now occupied by his grandson, R. F. Martin.

James Millham

AN EARLY and enterprising citizen of Hawley was the Honorable James Millham. Mr. Millham was born near Newton, Sussex County, New Jersey, August 1, 1832, and was a son of John Millham, who was born May 11, 1804, at the same place. John Millham with his family came to this vicinity in 1836 and settled on a farm one mile east of Hawley. His children were: Caroline, wife of Alexander Tuttle of Hawley; George, of Creek Lock, Ulster County, New York; James, subject of this sketch; Eliza J., wife of William Cromwell of Hawley; Mary, Allen S., and Johna, wife of S. T. Wells, all formerly of Hawley.

At the age of twenty he began a clerkship in the store of William C. Conklin, where he remained for two years. He then spent a short time as clerk for Ira Daniels, when he engaged as clerk in the store of Joseph Soliday, where he remained for four years. In 1857 he and J. T. and William Cromwell bought out the store of Mr. Soliday. In 1862 he was appointed by Samuel Oliver of Easton, Pennsylvania, Assistant Assessor of Internal Revenue for Wayne County. In the spring of 1860 he married Miss Mary Dunlap, of Hawley, a daughter of James Dunlap, who was born in Scotland in 1804. During the operation of the Pennsylvania Coal Company in Hawley Mr. Dunlap was a well known citizen engaged as a mason, doing all the brick and stone work in the construction of power houses for that company.

To Mr. and Mrs. Millham were born three daughters, Eva J., wife of Wilson Decker, of Dunmore, Pennsylvania; Sarah E., wife of E. L. Schlager (deceased), and Lucy, wife of James D. Ames, cashier of the First National Bank.

In 1880 Mr. Millham was elected to the State Legislature from Wayne County, which he most ably and honorably represented. On January 23, 1884, when Hawley was incorporated as a Borough and the first election was held on the 19th of the following month, Mr. Millham was elected Chief Burgess.

His public and private life was above reproach and commanded him to the confidence and respect of all with whom he came in contact.



Paupack Electric Company

Levi Barker

GOOD boat yard sites were not common, as there should be a space fairly level upon which to build the new boats, near enough to the canal for launching, and connected with it must be a place where dry docks can be built so as to be filled with water from the canal, allowing a boat to float into it when full and also permitting, when the gates are closed, the egress of the water under or away from the canal, leaving the boat high and dry upon the stocks where the workmen can get at it for repairs.

Mr. Levi Barker, who was employed as a boat builder for Christopher C. Lane, at Honesdale, saw the advantage of such a location at Hawley, opposite the present residence of George Kohlman, and early in 1849 erected a boat yard in that place, accepting a contract from the Pennsylvania Coal Company for twenty-five of the large type deck boats with a capacity of about one hundred and forty tons.

Mr. Levi Barker, son of John Barker, was born at Jericho, Long Island, February 9, 1810. As a boy he began boat building with his father. In 1832 he went to Montville, New Jersey, where he engaged in building boats on his own account for the use of the Morris & Essex Canal, and continued this business there until 1848 when he came to Honesdale and worked there for one year. And as before stated settled in Hawley in 1849, where for forty years he continued in the boat building and repairing during which time it is estimated, he built at least six hundred boats at a cost of fifteen to eighteen hundred dollars each.

In 1855 Mr. Barker opened a general merchandise store in Hawley on what is now known as Hudson street in the building occupied by the Anke Knitting Company. This store was a "rendezvous" for his workmen and other neighbors on the plank-road, who found free access to the tobacco box. Among those within our memory employed by Mr. Barker were: Joseph Donohue, William Lake, Charles Pierson, father of W. N. Pierson; John Smith and James Lynch.

John R. McAndrew

JOHN R. McANDREW was born in Ireland, May 2, 1828, and received a splendid education in private schools in his home country. He immigrated to this country in 1851, and after spending about one year in New York City, came to Hawley, and accepted a position as clerk and bookkeeper for the Pennsylvania Coal Com-

pany, which position he held until the company began to retail coal in the community, when he was given charge of the retail sales. He was a trusted employe of the company, never required to give a bond for the thousands of dollars worth of merchandise handled for the company. Mr. and Mrs. McAndrew had an exceptionally fine family, Rt. Rev. Msgr. Richard was ordained to the priesthood in 1877, for many years in charge of St. Mary's parish, Wilkes-Barre; Jane, married M. J. Healey, a wholesale merchant of Scranton, now deceased; Mary, a school teacher, died in Dunmore a few years ago; Harriet, an Ursuline nun of Youngstown, Ohio; Eliza, wife of Thomas F. Howley, superintendent of locomotive construction of the Erie Railroad, living at Dunmore; Major General James W., United States Chief of Staff of the A. E. F., and commander of the Army War College, who died May 1, 1922; Col. P. H., now at Fort Bragg, North Carolina; and Kathryn, wife of J. T. Creighton, agent of the Erie Railroad Company at Caldwell, New Jersey. Aside from his responsible and trustworthy position with the Coal Company Mr. McAndrew was a member of the Board of Education for twelve years and of our Town Council for three years.

The Ames Family—Jacob, Reuben, and John

ANOTHER family who added to the early industry of the town, were the Ames'—Jacob S., Reuben T., and John H. They were the children of Mr. and Mrs. Joseph C. Ames and were born in Canaan Township, near Waymart. At an early age they all began work for the Delaware & Hudson Canal Company on their Gravity Railroad. When work began on the Pennsylvania Coal Company's Gravity Railroad they began construction work on that project, building water wheels, engine houses and the like. After the completion of the railroad Jacob ran the water wheel at number fifteen. John took a similar position at number fourteen, and Reuben T. was engineer at number twelve.

In 1855 Mr. Jacob Ames left the railroad and embarked in business for himself and for five years engaged in buying cattle and sheep in Ohio and Pennsylvania. At first driving them to eastern markets, but subsequently shipped them by rail to New York and Boston. In 1861 he opened a general mercantile house in Hawley. And in 1872 built a steam grist mill in this borough, where the farmers in the surrounding country found ready sale for their hay and grain. On July 28, 1885, Mr. Ames established a private bank, the first of any bank being located in Hawley. His brother, Reuben

T., entered in business with him in 1865 and two years later John H. was admitted to the firm.

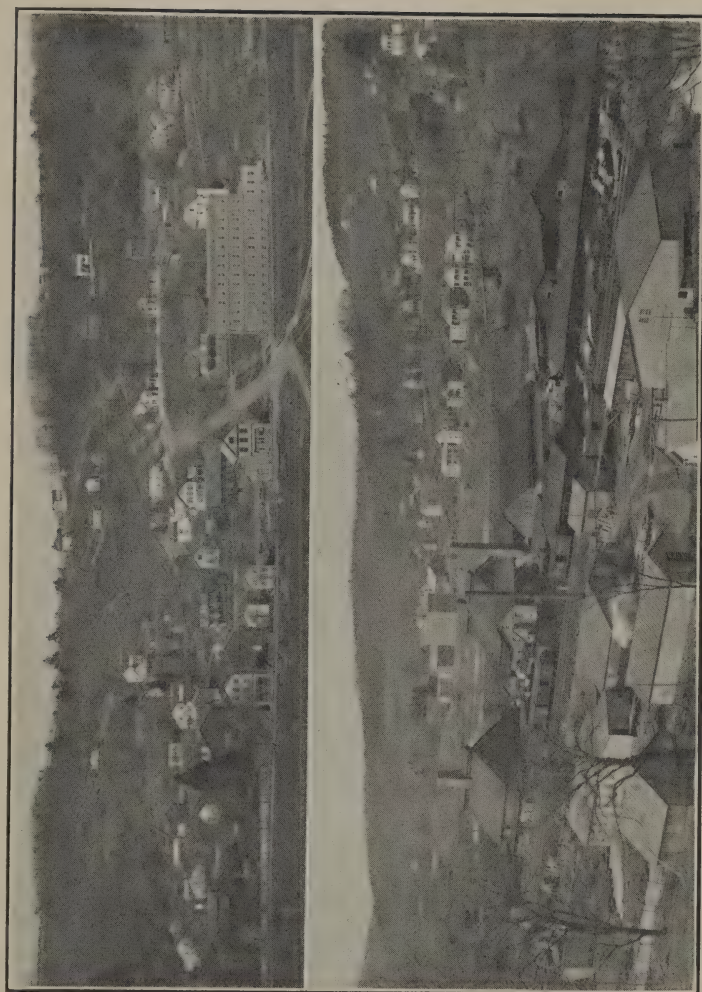
Mr. Ames has given to Hawley and surrounding country more enterprise and labor to those classes depending upon work for a livelihood than any other citizen in the community at that time.

Mr. Stanley Gaines

MR. STANLEY GAINES was born in 1841 and at the age of 20 enlisted in the Union Army. He was wounded at Gettysburg, July 3, 1863. In 1865 he had sufficiently recuperated to resume work and was sent to Hawley to succeed A. H. Vandling as Superintendent of the Pennsylvania Coal Company, Mr. Vandling having accepted a position with the Delaware & Hudson Canal Company. Mr. Gaines was of mechanical turn of mind and at once began to improve on some of the old methods in use by the Coal Company. Previous to his time loaded cars hoisted to the coal pile when unloaded or dumped as was then said, the empties were attached to a wire cable and sent down the same track on which they were elevated. Soon Mr. Gaines saw the disadvantage of this operation and he surveyed a track from the extreme west end of the coal pile to the main yard, where the trains were taken from the men who brought them from Dunmore. This switch-back ran along the foot of the hill north of the town, thence parallel with North Main street to Kennedy's shanty, where it was connected with the main track. This did away with the returning of empties from the coal pile down the same plane, on which they were hoisted and an endless cable was then installed.

Before Mr. Gaines took charge all coal was hand shovelled into cars from the large pile. He had half-round iron pans made, which could be hooked together and reached from the coal to the cars and in this way loaded more than three-fourths of the entire pile in much shorter time and eliminated considerable of the tiring hand shoveling.

There was a grade crossing on the loaded track near Companton's which was a source of much trouble to trainmen, as when delays occurred at the coal pockets, trains had to be cut for this crossing and made a great deal of hard and dangerous work. Mr. Gaines saw this and he made a survey of the road from number fourteen to Hawley and found sufficient elevation could be made to put the track above the road and still maintain grade enough to operate the cars.



The Eastside and Hawley Glass Works

In many other ways he helped lessen labor for employes and at the same time benefit the company employing him.

On June 21, 1870, Mr. Gaines was united in marriage to Miss Margaret Judd at Oneida, New York, and to them was born three children, Frederick, who became Superintendent of Motive Power of the Central Railroad of Georgia; Margaret, who became a shining light in the literary world; and Stanley, an electrical engineer. Mr. Gaines died on September 17, 1882, a highly respected citizen, admired by all who knew him.

H. L. Stearns, M.D., and George B. Curtis, M.D.

DR. STEARNS was the first practitioner in the writer's memory, and his office was about where Alfred House now lives on Hudson street. He had a drug store at this place also. He probably came to Hawley in 1850 from Paupack settlement and continued in business until after the Civil War. At that time he was the leading physician of the community. He was well known throughout the entire county. With Dr. Stearns, Dr. G. B. Curtis entered into partnership in 1858, having just graduated from the University of Pennsylvania. Dr. G. B. Curtis was born in Bethany, Wayne County, Pennsylvania, February 4, 1835, the son of Reverend H. Curtis, the clergyman of the Baptist Church of that place. Arriving at proper age he was sent to the schools of the different grades, completing his literary course at the University of Northern Pennsylvania. Having decided to become a medical man, he commenced his studies with Dr. King of Honesdale. In 1862 he married Miss Augusta Cook, daughter of John A. Cook, of Ledgedale. They had three sons and four daughters. The eldest, John H., was a graduate of the New York University and a worthy successor of his father. Dr. Curtis died in Hawley, June 9, 1884.

A. C. Dingman, M.D.

ABOUT the time of Dr. Curtis' term of practice in this community we also had Dr. John Thomas, Dr. Updegraff, Dr. Marcy and Dr. Brennan, who remained but a few years in Hawley, and journeyed elsewhere to open offices and take up the practice of their profession. Then came Dr. A. C. Dingman, a young man just graduated from the University of Pennsylvania with a degree of Doctor of Medicine. He devoted his entire life to his profession, where his success in the diagnosis and treatment of diseases

was soon fully established. Dr. Dingman was born at Dingman's Ferry, Pike County, Pennsylvania, September 18, 1843, and opened his office in Hawley immediately after graduation in August, 1867. In 1876 he was united in marriage to Josephine Dow, a daughter of Joseph A. Dow, who was one of the first locomotive engineers on the Hawley Branch of the Erie Railroad. They had one child, Nellie, now the wife of Ray Ammerman, of Hawley. Their home is now located in Philadelphia, Penna. Dr. Dingman died at Hawley November, 1886.

Dr. Henry B. Stephens

DR. HENRY B. STEPHENS, son of Holloway and Mary Ball Stephens, was born at Slate Hill, Orange County, New York, June 19, 1822. At the age of 21 he was graduated from the Medical University of New York City and began the practice of his profession in his native town. Two years later he located in Hawley and continued the practice of his profession for 52 years in Wayne County, ever ready to respond to the calls of the suffering even when there was no prospect of receiving pay. In 1857 he married Caroline Nash, who died five years later, leaving two sons, Randall, now living in Carbondale, and William H. of Montclair, N. J. In 1862 he married Mary Mitchell, of Hollisterville, who died in 1878, leaving one daughter, Francis, wife of G. A. Mott, of Hollisterville. In October, 1882, he married Mrs. E. L. Hand Rohne, of Hawley. He was converted in the first revival held at the First M. E Church of Hawley in 1854, and became an active worker in that church. A few years later he was made a local preacher and ordained a deacon. He died September 27, 1897, highly respected and beloved by all who knew him.

Henry A. Plum, M.D.

HENRY A. PLUM was a beloved doctor of the type now fast disappearing from our towns. Practicing throughout a large section of Wayne and Pike Counties with Hawley as the center of his activities and every patient his friend. With training provided by the University of Pennsylvania, and his years of successful practice, he was acknowledged one of the leading physicians and surgeons of the state. Esteemed in Hawley and its neighborhood for his skilled and progressive methods he had a thoroughgoing interest in the town's civic and financial affairs. He was the son of Morveldin and Jane Plum, both lifelong residents of Hawley.

Henry A. Plum was born June 13, 1854, at Hawley, and began the study of medicine with the late Dr. George B. Curtis in 1870. In March, 1876, he graduated from the University of Pennsylvania with high honors, and began the practice of his profession in the Weinss building on Main street, where he laid the foundation of a successful practice.

In fraternal circles he was a member of the Free and Accepted Masons, the Improved Order of Red Men, the Order of Eastern Star, and a member of the Hawley Fire Company. At the time of his death he was Vice-President and director of the First National Bank of Hawley. His professional affiliations were those of the County, State and American Medical Associations.

Dr. Plum married, in 1889, May Atkinson, of Hawley, and they lived on River street until his death on June 19, 1904.

Homer Greene Ames

HOMER GREEN AMES was born in Hawley May 12, 1870, the son of John H. Ames and Melisso (Woodward) Ames. He was educated in the public schools of Hawley, and at an early age became identified in business in his birthplace. He was one of the partners of the Ames & Rollison department store in Hawley. Mr. Ames was a Republican, member of the Hawley Lodge, and Encampment of the I. O. O. F., and a trustee of the M. E. Church. He married Fannie E. Schlager, daughter of George and Julia (Grosian) Schlager, in Hawley in 1895. They have one daughter, Mrs. H. F. James. His death occurred October 8, 1925.

Right Reverend Michael J. Hoban

MICHAEL J. HOBAN was born at Waterloo, N. J., January 6, 1853, the first born of the children of Patrick Hoban and Bridget (Hennigan) Hoban, his wife. Patrick Hoban was at that time completing a contract to build a section of the Morris & Essex Division of the Delaware, Lackawanna & Western Railroad. Having finished his contract at that place he perceived the advantages offered by the industrial conditions of Hawley and moved here in the fall of 1853 and secured from the Pennsylvania Coal Company the contract of loading the coal stored during the winter months, or while canal navigation was closed.

Although a native of another state and town Hawley was the only place Bishop Hoban's infancy knew as his home town with its



Right Reverend M. J. Hoban

pleasant early days and associations of youth. Until about fifteen years old he attended the private schools of our town, principally the one conducted by Mr. and Mrs. James T. Rodman, for whom he always had a hallowed recollection. He then entered St. Francis Xavier School in New York City for one year; after which he went to Holy Cross College, Worcester, Mass., for three years.

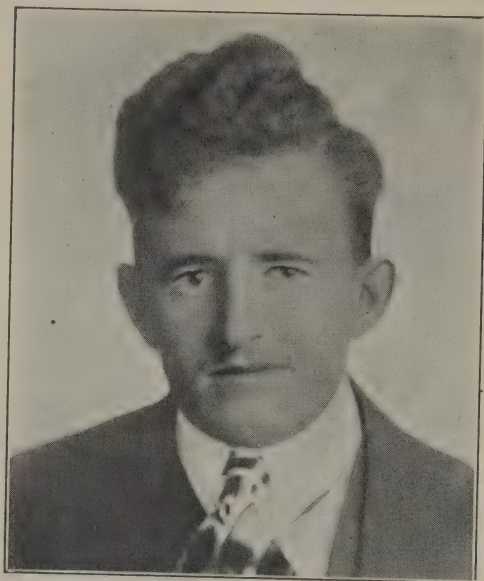
About this time his father died and Michael J. remained at home for about three years settling up the mercantile business of his two deceased uncles, James Hoban and Thomas Hennigan. He then entered Fordham College for one year, and in 1874 entered St. Charles Seminary, Overbrook, Penna. After one year here he was sent to Rome in 1875 by the Right Reverend Bishop O'Hara to enter the American College, where on May 22, 1880, he was ordained to the priesthood.

Returning from Rome he was appointed assistant to Father Kelly at Towanda, Penna., and in 1882 was transferred to Pittston as assistant to the Reverend Father Finnen. Four years later he was assigned to St. John's congregation at Troy, Bradford County, Penna. On December 8, 1887, he was appointed pastor at Ashley, Penna., and while at this place he built the beautiful church of St. Leo's and the present handsome rectory.

In 1895, owing to the advanced age of Bishop O'Hara, it became necessary to have an Coadjutor appointed for the large and important diocese of Scranton. Three names were forwarded to Rome by Archbishop Ryan of Philadelphia, and on February 6, 1896, the joyful news was flashed around the world that "Father Michael J. Hoban was appointed Coadjutor to Bishop O'Hara," with the right of succession to the See of Scranton. Bishop Hoban was consecrated in St. Peter's Cathedral, Scranton, March 22, 1896, and upon the death of Bishop O'Hara, February 3, 1899, he automatically succeeded to Bishop of the Diocese of Scranton.

Many pages could be written of the good done by Bishop Hoban in charitable and educational works, particularly the Industrial School at White's Ferry; St. Thomas College, Scranton; Marywood College and Maryknoll Preparatory College; he was closely identified with all that was for public good; settled disputes between employers and employes; and when the World War called for loyal support, his Diocese had the distinction of being the first in the country to fill its quota of Catholic Chaplains. He encouraged with voice and pen the loyal support of all calls of the Government, he exhorted his flock to make sacrifices even to the shedding of their blood in defense of their country.

On November 6, 1926, the Bishop was taken ill, which sickness developed pneumonia and at 9:30 P. M., November 13, 1926, he peacefully passed away, honored and loved by all, regardless of their affiliations.



Robert J. Eckweiler

Robert J. Eckweiler

ROBERT J. ECKWEILER was born in New York City, December 29, 1895. He was the son of Mr. and Mrs. John Eckweiler, Notch, Pike County, Pennsylvania. He, with his brother, John Eckweiler, enlisted at Scranton, December, 1917, and was at once assigned to Company C, 3d Division Ammunition Train. He was killed in action July 14, 1918, near Crezaney, France, and was buried in the American Cemetery Number 608. He was awarded the Distinguished Service Cross, January 8, 1919.

M. M. Treadwell

MARCUS M. TREADWELL was born at Ipswich, Mass., September 17, 1842, a son of Nathaniel and Emaline C. (Jewett) Treadwell, and came to Hawley in 1869, while in the employ of the Erie Railroad. Later he became affiliated with the Pennsylvania Coal Company and acted as their weigh-master at this place until

1876, when he took charge of his father-in-law's store on Hudson street, and remained in that establishment until 1889. In the meantime he studied law and was admitted to the bar in 1883, the practice of which profession he followed until his death in 1907.

In July, 1875, Mr. Treadwell was married at Hawley, Penna., to Miss Josephine Barker, a daughter of Levi Barker, who erected an elegant home for Mr. and Mrs. Treadwell on Hudson street. In November, 1893, Mr. Treadwell was elected District Attorney of Wayne County, and in 1896 was again re-elected for a term of three years.



William E. Sheridan

William E. Sheridan

WILLIAM E. SHERIDAN was born at Hawley, Penna., October 20, 1893, and was a son of James and Mary (Farrell) Sheridan. He was educated in the local schools and left for New York City in 1911, where he was employed until October 22, 1917, when he was appointed on the police force of that city. He enlisted May 29, 1918, in New York City, assigned to 19th Company, 152d

Depot Brigade. Transferred June 22, 1918, to Company B, 313th Infantry. He left the United States for overseas service July 8, 1918, and died of wounds received in action October 1, 1918, at the battle of the Argonne, the victim of a machine gun bullet. He was buried in the cemetery of Avocourt, France, in a separate grave by Chaplain Edward A. Baxter. Subsequently his body was shipped to his home here July 17, 1920, where he was buried with military honors in charge of the Honor Legion, having lived up to their slogan, "Faithful unto death," by giving up his life for his country.



Reginald Kuhn

Reginald K. Kuhn

Reginald K. Kuhn was born at Wangaum, above Hawley, November 26, 1890. He was the son of Daniel and Elizabeth Kuhn. After his education ended in the grammar school, he was employed on his father's farm.

Reginald K. Kuhn served three years in the National Guard from 1911 to 1914, under Captain Kelley. He enlisted in the World War May 29, 1918. Young Kuhn was trained at Camp Mead, Md., and later went to France with Infantry 316 Co. 79 Division in July, 1918. He was Corporal when killed in the Marne Drive, November 6, 1918.



George Kelch

George A. Kelch

George A. Kelch was the son of Nicholas and Otelia Kelch. At the start of the World War he enlisted in Co. E, 109th Infantry, and was immediately sent to France. He was killed in action, July 16, 1918, in the battle of Chateau Thierry and was twenty years of age.

Curtis Jole Wilson

CURTIS JOLE WILSON was born at Mast Hope, Pike County, Penna., April 2, 1897. He was educated and employed at Hawley and enlisted from Hawley, Penna., June 25, 1917, in L Company, 16th U. S. Infantry, and soon sailed for service in France. He was killed in action July 19, 1918. The official record of his death is as follows: "Pvt. Curtis J. Wilson, a member of Company L, 16th Inf. during the advance on Soissons and was in the 2nd platoon commanded by 2nd Lieut. Rudiseal. We were advancing toward the Soissons Railroad about 3 P. M. on July 19, 1918, to reinforce the troops that were holding the railroad. We had advanced to about $1\frac{1}{2}$ kilometers from the railroad and were near Plosy, where we waited for further orders. While in this position Pvt.

Curtis J. Wilson was instantly killed by a high explosive shell which fell a few feet from the shell hole in which he had taken cover. He was a loyal soldier, and was loved by all his comrades." Informant Sergeant Frank Burk, No. 44103, Co. L, 16th Inf.th (Signed.) X. J. Booth. The following posthumus citation was received by the mother of Curtis J. Wilson: "Headquarters, First Division. The Commander-in-chief has noted in this division a special pride of service and a high state of morale never broken by hardship nor battle. (G. O. 201, G. H. Q., A. E. F., November 10th, 1918. G. O. No. 1, January 1, 1920, extract No. 5085 as follows: "The Division Commander cites the following officers and men for gallantry in action and especially meritorious services: Private Curtis J. Wilson, Co. L, 16th Inf., who was killed in action near Soissons, France, July 19th, 1918. Official: R. E. Fraile, Lieutenant Colonel, A. G. O., Division Adjustant, by command of Major General Summerrall, Stephen O. Toqua, Colonel, G. S., C. of S.

Patrick Henry McAndrew

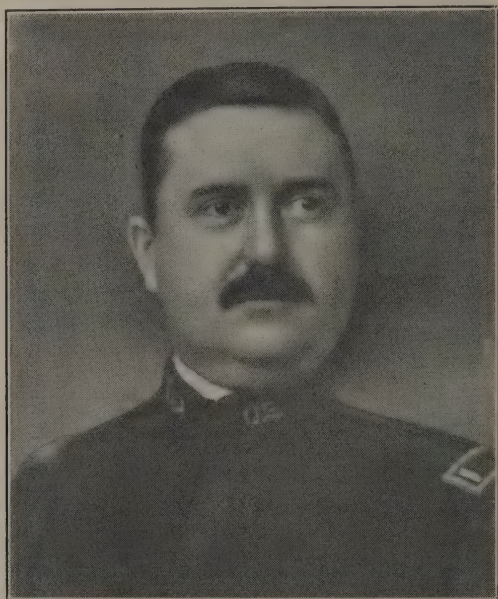
PATRICK HENRY McANDREW, Colonel Medical Corps, U. S. Army, took up his military career at the beginning of the Spanish-American War. Colonel McAndrew was born at Hawley, Penna., August 4, 1864, and is a son of John R. and Eliza (Kane) McAndrew and a brother of Major General James W. McAndrew, who was Chief of Staff to General Pershing during the World War.

In 1898 he was a young and naturally a struggling physician in the city of Scranton, Pennsylvania, so the call found him willing and ready to serve his country. He obtained a contract from the Surgeon General of the Army, who asked him if he wanted to go to the "front." Expressing a willingness to see blood shed and a desire to aid in the salvaging of Spanish as well as American lives he took a train for Tampa, Florida, willing to do his bit.

First assignment was to the 4th Army Corps commanded by General Coppinger, one time a Papal Guard. After a few days' strenuous service with the Siege Artillery train camped at Yber City, now a fashionable suburb of Tampa, an order came assigning him to duty with troops en route to Porto Rico under the command of General Theodore Schwan. There was no hard feelings, however, as Peter Eagan, Major Medical Corps, was the Chief Surgeon of Schwan's Brigade. The first landing was at Ponce, Porto Rico, where the expedition went into camp for a few days. The first night in camp began lovely and all serene under a tropical moon,

but the newcomers did not realize they were in the Tropics and in the rainy season. About 4 A. M. the next morning most of them were sitting up enjoying a cold shower from the above.

Proceeding westward, the expedition marched toward Mayaguez and in two days encountered a body of Spanish soldiers at Hermigueros. What in those days was considered a battle was fought here in which we, the Americans, had a few casualties. The expe-



Colonel P. H. McAndrew

dition was proceeding northward when the announcement of the signing of the protocol was received. There was great rejoicing, especially among the number who agreed with Sherman. Lieutenant and Acting Assistant Surgeon McAndrew went into camp now in a beautiful town known as Las Marias, noted at that time chiefly for the amount of rainfall and the great quantity of muck in the roads. Moving at this time by wagon transportation was out of the question, so everyone settled down and proceeded to get sick. Typhoid fever broke out and it was a miracle that everyone did not come down with that dread disease which took such a large toll in the camps in the States.

Colonel McAndrew came through the trying time all right, and when the rainy season ended, moved back into Mayaguez. This

was a typical Spanish city and after the late experience was almost Heaven.

Next assignment was at San Juan, the capitol of Porto Rico, a really delightful place. After reaching the States again he was ordered to the Philippine Islands for duty and left New York in March, 1900, via the Suez Canal.

After a service of nearly three years in the Islands he returned to the United States via the Pacific and San Francisco and was stationed at Jefferson Barracks, Mo.

About this time he was married to Genevieve McDonald of Syracuse, New York. Four children were the result of this marriage, all of whom are living. Their names are Jane (Mrs. Greeley of Honolulu), Thomas Richard, Mary and Catherine.

A second tour in the Philippine Islands began late in 1905 and terminated in 1908.

In 1906 he was promoted to a Captain and Assistant Surgeon.

Following his return to the States at this time he was stationed at Fort Slocum, New York; Fort MacKenzie, Wyoming, and Fort Terry, New York.

In 1910 he was promoted to a Major and held this rank until April, 1917, when he was promoted to the rank of Lieutenant Colonel.

Following service at Fort Terry he was stationed at Fort Bliss, Texas, and was there when Villa made his memorable raid into Columbus, New Mexico. Following this episode, Pershing conducted his punitive expedition into Mexico.

From Fort Bliss followed a brief tour of service in Alaska and then Fort Winfield Scott, San Francisco, California.

From Fort Winfield Scott proceeded to Fort Bragg, North Carolina, in 1923 via the Panama Canal and Hampton Roads, Virginia.

Promoted to Colonel in June, 1927, and under orders to proceed to Fort Snelling, Minnesota, where unless something unforeseen occurs this will be in all probabilities his last station, as officers may retire after thirty years' service.

D. James Colgate

MR. COLGATE was born in Orbisonia, Pennsylvania, in 1848, and enlisted in the Civil War March, 1864, for three years, or for the duration of the war. He joined an old regiment which lay at Culpepper, Va., the old 149th Regiment, Pennsylvania Volunteer Infantry. It was one of the buck-tail regiments which belonged to

the Third Brigade, Third Division, Fifth Army Corps. He was mustered out the last of June, 1865, after having taken part in every engagement of his organization. Mr. Colgate was not sixteen years of age at the time of enlistment in the 149th Regiment, which was one of Foxe's three hundred fighting regiments. He came to Hawley in 1880 for the American Union Telegraph Company and continued with the telegraph department as foreman and line repairman until 1907, when he was appointed postmaster by President Roosevelt, and again reappointed by President Taft, making a total of eight years in the service of the Post Office Department of the United States. A few years after coming to Hawley he joined the James M. Thorpe Post, No. 195, G. A. R., in which he took a very active part. He was commander for five years, the last three years being the last of the life of the post. He worked hard to keep the local post up, but the membership grew so small they were forced to surrender their charter to headquarters in 1926. The same year Mr. Colgate joined Ezra Griffin Post, No. 139, of Scranton, Pennsylvania, and expects to stay with them until he answers the last roll-call.

Lewis L. Cooke, D.D.S.

LEWIS P. COOKE was born in Salem, Wayne County, Pennsylvania, September 16, 1854, and is the son of Thomas and Julia A. (Collins) Cooke. He received his early education in the public schools of the township and entered the Pennsylvania Dental College, in Philadelphia, from which he graduated with the degree of Doctor of Dental Surgery. He returned to his home town and opened an office in Hamlin, where he remained till about 1890, when he moved to Hawley and began the practice of his profession.

He married Helen M. Hardenburgh, daughter of Frank and Amelia (Kellam) Hardenburgh, of Paupack, Pike County, Pennsylvania, in 1890. They have three children: Florence H., A. Earle, and T. Edmund.

While devoted to his profession in this community he became an active business man in other enterprises. And before his retirement from his profession a few years ago was without question one of the best known dental surgeons in Northeastern Pennsylvania. Dr. Cooke was one of the organizers of the First National Bank and today is President of that institution. He also is President of the Hawley Glass Company and a director and trustee of the Danville Hospital.

George T. Rodman, M.D.

GEORGE TEETER RODMAN is a native of Hawley and was born at this place June 28, 1864, and is the son of George and Susan (Longstreet) Teeter, who were also natives of this state, the father born in Monroe County, the mother in Wayne. While Dr. Rodman was very young his parents died and he was legally adopted by his aunt and uncle, Keturah (Longstreet) and James T. Rodman, who had no children of their own, and he was reared in their home and up to the age of fifteen assisting about their drug store and attending their private school. He spent some time as a telegraph operator at Port Jervis and Scranton, but returned to Hawley in 1882 and took up the study of medicine, reading with Dr. H. B. Stevens, after which he entered the Medical Department of the University of New York and graduated in 1886, with the degree of M. D.

He opened an office in Hawley soon after his graduation and has continued it successfully up to the present time. He commands an extensive practice in Hawley and surrounding country, enjoying an enviable popularity among both his professional brethren and fellowmen, by whom he is held in the highest esteem as a physician and as a man.

Dr. A. C. Voigt

A. F. VOIGT was born in Saxony, Germany, August 14, 1847. In 1865 he brought his family to America and, after a few years in New York came to Hawley and took charge of The Eddy Hotel in 1870. In 1869 Mr. Voigt was united in marriage to Miss Emelia Ott and ten children were born to them. Arno C., the second son, and subject of this sketch was born in Hawley, Penna. (Poeppel Building), Jan. 14, 1878. When one year of age the family moved to Honesdale, where Arno C. was educated in the local schools, until 16 years of age. From 1893 to 1897 he worked as druggist for A. M. Liene. He was graduated from Jefferson Medical College in 1901 and served as Assistant Superintendent of The Hospital for the Insane and Alms House of the Central Poor District of Pennsylvania, at Retreat, Pa., from 1901 to 1904. Took up his profession in Hawley in 1904, where he has served a highly successful practice since. The last six years Dr. Voigt has given the greater part of his attention to surgery. For a number of years he served as director of the local school district, as well as being treasurer of that body. At this time he is a director of the First National

Bank of Hawley, a member of the American Medical Association, is a County and State Mason, and Odd Fellow and Shriner, as well as a Woodman of the World. Dr. Voigt is the father of four children: Arno A., at Bethlehem, Pa.; Dorothy A., a student at Syracuse University; Janet and George, at home. Dr. Voigt is one of the leading citizens of our community.

Earl V. Cross, D.D.S.

EARL V. CROSS was born in Sterling, Wayne County, Pennsylvania, September 28, 1889, and was the son of Mr. and Mrs. Albert J. Cross, his father being a member of the firm of Cross Brothers, conducting a general merchandise store at that place. Dr. Cross received his preliminary education in the Sterling schools, with three years at Perkiomen Seminary. Graduating from the Dental School of the University of Pennsylvania in 1913.

After graduation, he went to Penang Straits Settlement as assistant to Dr. C. H. Hertz, returning to the United States in the spring of 1915, at which time he began the practice of his profession in Hawley and has a very large and select clientele.

On June 14, 1920, he married Emma D., daughter of Mr. and Mrs. Paul Kollmer. They have two children, Dorothy and Edward.

Russell T. Wall, M.D.

RUSSELL T. WALL was born in Damascus, Wayne County, Pennsylvania, August 2, 1884, and is the first born son of Mr. and Mrs. Theodore F. Wall. The family moved to Hawley when Russell was about three years old, so he received his early education in the public schools of this place and graduated from the local High School in 1901. He then entered Wyoming Seminary, graduating in the regular Scientific Course in three years and returning to the Seminary finished the Business Course in 1905. He then entered Jefferson Medical College and graduated with the degree of M. D. in 1909. After spending one year studying in Europe, he started the practice of medicine and surgery in Scranton, Penna., in 1911 and attained considerable success, and today is considered one of the leading surgeons of the Lackawanna Valley. In 1914 Dr. Wall married Miss S. Grace Underwood. They have three children. In 1922 he was made a Fellow of American College of Surgery.

Frederick A. Lobb, M.D.

FREDERICK A. LOBB was born in Hawley, April 22, 1888, and is a son of Mr. and Mrs. A. J. Lobb. He received his early education in the public schools of this place, graduating from the High School in 1906. Entered University of Maryland, where he graduated with degree of M. D. in 1910. Served as interne in Hospital for Ruptured and Crippled Children, also at the Lying In Hospital in New York City and the Harrisburg Hospital, Harrisburg, Penna. He then opened an office in Hawley and practiced until the outbreak of the World War. Entering the services of his country as a first lieutenant on June 2, 1917, he remained in the service until October 1, 1920, and attained the rank of Major. He remained in Hawley until July 1, 1926, when he took a Post Graduate Course and on January 1, 1927, opened an office in Honesdale, Penna., limiting his practice to diseases of the ear, nose, eye and throat and specializing in X ray.

On June 8, 1921, he was united in marriage to Edith Head, of Petersburg, West Va. They have two daughters, Betty Faith and Virginia Rose.

J. Wilson Ames

J. WILSON AMES was born at Hawley, March 1, 1895, and is the son of James D. and Lucy (Millham) Ames. He received his preliminary education in the local public schools and graduated from the local High School in 1912. He then entered Swarthmore Preparatory School, and graduated from Swarthmore College in 1917. Just out of college when the United States entered the World War, Mr. Ames immediately enlisted as a second lieutenant in Company A of the 36th Regiment, and was sent to Camp Devans, Massachusetts. After the armistice he began the study of law in V. A. Decker's office and was admitted to the bar in 1922.

On June 26, 1923, he was united in marriage to Ethel, the daughter of Joseph H. and Amada (Rockwell) Schiessler, at Honesdale, Penna.

Mr. Ames is a Republican and at the present time a candidate for the nomination as District Attorney. He holds the office of Referee in Bankruptcy, solicitor for Hawley Borough, a director in the Hawley Water Company, and the Hawley Building and Loan Association. He has taken a considerable interest in the Chamber of Commerce and devotes unlimited time and work to making our Centennial a success.

Michael J. Leonard

MICHAEL J. LEONARD was born in Hawley, October 7, 1863, the son of John Leonard, a native of County Mayo, Ireland, who came here with his wife, Ann (Gillavery) Leonard, in the late forties. Mr. Leonard received his early education in the local schools and at a tender age began work for the Pennsylvania Coal Company. In 1898 he became interested in the knitting business and learned the trade while an employe of the United States Knitting Company. The firm is now known as the Leonard Knitting Company, of which Mr. Leonard and his family own the entire stock. He is also president of the Hawley Silk Company, and the Hawley Bank.

Mr. Leonard was united in marriage to Anna V. McCarthy at Hawley in 1899. She was a daughter of Thomas and Mary McCarthy, also of Hawley. They have five children, John P., Vincent G., Eugene A., and Mary and Joseph, twins. Mr. Leonard is one of the leading and progressive citizens of our town and is prominent among the bankers, silk and knitting manufacturers of this section.

Victor A. Decker

VICTOR A. DECKER was born May 26, 1872, in Bradford County, Penna., coming to Hawley with his parents when only three years of age. He attended the locals schools, and in early life was employed as telegraph operator for the Erie Railroad. He is a son of John S. Decker, born in Sussex County, New Jersey, who was associated with the railroad industry, and Martha (Carmer) Decker, also of Sussex County.

Mr. Decker studied law in the National Law School, at Washington, D. C., where he received his degree of Bachelor of Laws and was admitted to the bar in 1901. He then returned to Hawley and organized the First National Bank, acting as its cashier from its inception in 1902 till 1918, when he retired to devote his time to his law work and other interests.

In 1895 he was married to Minnie B. Kimble, daughter of Newcomb and Lucinda (Edwards) Kimble, and they are the parents of: Florence, married to Harold E. Torell, and they have one child, John Kimble; Helen M., John N., and Victor A., Jr.



The Paupack at the Eddy



The Stone House

Michael J. McAndrew

(Contributed)

MICHAEL J. McANDREW was born at Honesdale, September 18, 1852, and at the age of two months came to Hawley with his parents, Thomas and Barbara (Brogan) McAndrew. His parents were born in County Mayo, Ireland, and migrated to this country in the early forties, settling in Honesdale for a few years before coming to Hawley after the opening of the Gravity Railroad.

When very young Mr. McAndrew secured employment with the Pennsylvania Coal Company at Hawley and remained with the company in various clerical positions until they abandoned their operations in Hawley in 1886, when he became associated with their successors, the Erie & Wyoming Valley Railroad, and continued with the Erie Railroad after their purchase of the Erie & Wyoming Valley. Today he is still in the employment of the last named railroad as their station agent in charge of Hawley.

During his entire life in Hawley Mr. McAndrew has always been active in its social and civic life, and for more than a quarter of a century been a member of the Board of Education; had several years on the Town Council and as Tax Collector. In 1907 he was appointed Mercantile Appraiser for the County of Wayne and served three years as County Auditor. Today he is an active worker in the Chamber of Commerce and was selected to write the "One Hundred Years of Hawley's History."

On January 30, 1878, Mr. McAndrew was united in marriage with Bridget Elizabeth Orr, daughter of Thomas and Catherine (Brady) Orr, who came to Hawley with the construction of the Gravity in the late forties. Mr. and Mrs. McAndrew had a large family, nine children, but five of them died during their infant years. William died at the age of twenty-six on May 31, 1914. There remains Edward V., Arthur R., and Harriett M.

Edward V. married Jeannette M. Schrader in Brooklyn, N. Y., on September 6, 1919. He is a prominent resort hotel operator in Florida and on the New England Coast. They have one child, Edward V., Jr.

Harriett M. was united in marriage the same day and place to George W. Murphy, a World War veteran, and at present postmaster at Hawley, Penna. They have three children, Ada S., Nan Orr, and Harriet M.

Arthur R. married Elizabeth Siebold at Columbus, Ohio, June 5,

1921. He is Superintendent of the Columbus Nut and Bolt Works. They have one child, Richard A.

Harry J. Atkinson

HARRY J. ATKINSON was born at Hawley, July 24, 1865, the son of Joseph Atkinson, of Hawley, who died in 1898, and Helen (Cook) Atkinson, who died in 1896. Mr. Atkinson is the grandson of Joseph Atkinson, who in the first part of the nineteenth century was one of the early settlers in this region and whose name and history is mentioned in the first chapter of the book.

Mr. Atkinson was educated in the local schools and entered the employ of the Hawley Glass Company in 1882, where he remained in various capacities until 1898. Upon the death of his father he took charge of the Atkinson Box and Lumber Company, one of the oldest and largest concerns of its kind in Northeastern Pennsylvania, and in 1908 became its president and treasurer. Mr. Atkinson directed the United States Liberty Loan campaign in the southern part of Wayne County and was in charge of community work during the World War. He is a director in the First National Bank and is interested in nearly every enterprise of importance and size in this community.

Mr. Atkinson married Sadie J. Bishop, of Hawley, a daughter of Peter and Lucy (Williams) Bishop, in 1898. They have three children: 1, Helen J., the wife of Clay von Hake, of Brooklyn, N. Y.; 2, Frances, the wife of G. David Burgevin, of Allentown, Pa.; 3, Rosalie, a teacher in the schools of Hackensack, N. J.

James D. Ames

JAMES D. AMES was born at Hawley, Penna., April 10, 1865, and was the son of Reuben T. and Ellen (Thorpe) Ames. Mr. Ames received his early education in the public schools of Hawley and entered the mercantile business with his father, which business he conducted until about twenty years ago. He served as Postmaster for two terms of four years each and has been closely affiliated with the First National Bank since its inception in 1902 and since 1918 has been its efficient and trustworthy Cashier.

Mr. Ames was united in marriage to Lucy Millham, daughter of James and Mary (Dunlap) Millham, at Hawley, Penna., April 15, 1889. They have one son, J. Wilson, a young and promising attorney of Hawley, a sketch of whom appears elsewhere.

Edward J. Tether, D.D.S.

EDWARD J. TETHER was born at Yuland, N. Y., Feb. 7, 1877, and is a son of Mr. and Mrs. Joseph W. (Barber) Tether. He received his early education in the local schools and graduated from the Philadelphia Dental College, April 1, 1898. On June 18, 1898, he opened an office in Hawley, where he has resided ever since. Dr. Tether is considered one of the best dentists in Northeastern Pennsylvania and serves a large and select clientele.

On October 31, 1899, he was united in marriage to Edith, daughter of William and Delia Turner. They have five children: Sylvan V., also a dentist, practicing with his father; Adelaide, wife of Richard Sennet, residing in New York City; Jessie, wife of Adrian McNamara, of Hawley; Ellen, Supervisor, X-Ray Hospital, White Plains, N. Y., and Edward, now in school.

Charles S. Houck

CHARLES S. HOUCK was born in Scioto, Monroe County, Pennsylvania, January 9, 1869, the son of John C. Houck and Mary S. (Slutter) Houck. He received his early education in the Monroe County public schools and graduated from the Pennsylvania State Normal School at East Stroudsburg in 1895. Mr. Houck taught school for several years and then became assistant cashier of the First National Bank.

About this time he began to read law and was admitted to the bar in 1911. In 1910, in connection with Thomas F. Mangan, P. R. Cross, J. S. O'Connor and W. J. Keesler founded the Hawley Bank. Mr. Houck accepted a position as cashier of the bank, and while admitted to the bar devotes most of his energies to the performance of his duties in that position. He is also a director in the Hawley Water Company.

He married Elizabeth W. Fryer, of Hawley, a daughter of Joseph S. and Hannah Fryer. They have two children, Florence E., born in 1901, and Joseph F., born in 1902.

William Conklin Anderson

WILLIAM C. ANDERSON was born in New York City and received his early education at Columbia Grammar School, that place. He graduated from Lehigh University with a degree of Electrical Engineer, and has been engaged ever since in Public Utility work. He built and developed the Luzerne County Gas and

Electric Company in Wyoming Valley, and during the World War was associated with the National Electric Light Association of New York City.

He came to Hawley in September, 1923, as Division Manager of the Pennsylvania Power and Light Company, and at the present time has charge of their operations in this section. Mr. Anderson is President of the Hawley Chamber of Commerce, and was one of the organizers of it. He is an enthusiastic worker for everything that may tend to better conditions in this section, and has unselfishly devoted considerable of his time and labor to making the Centennial celebration a success.

Mr. Anderson married Carrie R. Cooper of Red Bank, N. J., and they have two children, Mrs. William A. Miller of Red Bank, N. J., and Robert D., a student at Antioch College, Yellow Springs, Ohio.

W. F. Suydam

W FARRINGTON SUYDAM was born at Paterson, N. J., August 8, 1881, the son of William F. Suydam and Florence (Lambert) Suydam. He received his early education in Honesdale public schools and entered the silk industry at an early age. He soon became manager of the large silk mill at Hawley for the Dexter, Lambert & Co., and remained in this capacity until the mill was sold to the J. C. Welwood Company in 1914. He remained with the new company as their general manager at Hawley until 1919, when he organized the Lambert Silk Company and opened a mill in Hawley. Mr. Suydam is well and favorably known throughout the entire county and has always taken an active interest in all public enterprises.

In 1906 Mr. Suydam was united in marriage to Louise M., daughter of Coe and Emilie (Dustin) Durland of Honesdale, Penna. They have two children: Coe D., and Florence L.

L. Hensel

LOUIS HENSEL was born in New York City, January 29, 1849, and was a son of Louis and Sewety Hensel. When but two years of age Mr. Hensel's parents moved to Long Island and then to what is now known as Williamsburg, Brooklyn, N. Y. At the age of seventeen Mr. Hensel located in Port Jervis, N. Y., and while at that place engaged in photography, learning the trade. During one of the heavy winter freshets, Mr. Hensel took some pictures of

the ice gorge in the Delaware River at that point. The demand for these photographs was so great that he conceived the idea of traveling around and taking a series of views of the various towns. Traveling from Port Jervis to Nanticoke via Hawley, Honesdale, Carbondale, Scranton, Pittston, and Wilkes-Barre, he made views of the towns, landscape and points of interest, which found ready sale. The excellence of Mr. Hensel's work soon procured for him a large patronage.

On June 16, 1875, he married Theresa Gengnagel, of New York City, and in 1878 settled in Hawley. He first erected a small portable gallery, as he was extensively engaged in landscape work in the various towns mentioned above. But four years later purchased the site where his present place of business is located and erected a large up-to-date studio. This building was destroyed in the big fire of July, 1897. But he immediately began a new building which was completed on November 1 of the same year and is his present place of business.

Mr. Hensel, with Daniel Bingham, organized the first fire company in this community, and for a number of years was president of the company. For nine years he was president of the Hawley Council. He has always taken an active interest in all civic matters and was one of the first members of the Chamber of Commerce which sponsored the Centennial.

Mr. and Mrs. Hensel have two sons, Gustave, of Scranton, Penna., and Louis C. of Chicago.

Gustave L. Weinss

GUSTAVE L. WEINSS was born in Hawley on September 9, 1876, and is the son of John and Barbara (Siedler) Weinss. Mr. Weinss received his early education in the Hawley High School and learned the printing trade on the *Hawley Times*. He went to Scranton about 30 years ago, and since that time he has been with the International Correspondence Schools, both in Scranton and New York. At present he is Assistant Manager of the International Textbook Press, one of the large printing concerns of the U. S. A. In April, 1904, Mr. Weinss married Miss Elizabeth Heiser of Scranton. They have two daughters, Eleese, now a student at Hood College, Frederick, Maryland, and Evelyn, at home.



Ella B. Langan, Assistant Postmaster

Ella B. Langan

ELLA B. LANGAN was born at Hawley, Pa., on the Pike County side, and is a daughter of Mr. and Mrs. Michael Langan. She has held the position of Assistant Postmistress for the last 34 years, serving under all Postmasters since P. J. Langan, who was appointed by President Cleveland in 1893.

Alfred Henry Catterall, M.D.

ALFRED HENRY CATTERALL, a son of Reverend R. C. H. and Caroline (Reid) Catterall, was born at Mahanoy City, Penna., November 19, 1873. Received his primary education in the public schools of Pennsylvania and his classical education at Bucknell University, having as classmates along with other noteworthy persons, Hon. Albert W. Johnson, Judge of the Federal Court, Middle District of Pennsylvania, and Hon. J. W. Davis, Judge of the Federal Court, Southern District of New Jersey.

Graduated from Medico Chirurgical College of Philadelphia, now affiliated with the University of Pennsylvania as the Post Graduate School of Medicine in 1896. Spent one year as Interne in Chicago Hospital, Chicago, Ill., and a year as resident physician at Boeckel Sanitarium, Gowanda, N. Y. Practiced medicine before locating in

Hawley at Chicago, Ill.; Wyoming, Berwick, and Dickson City, Penna.

Dr. Catterall married Cora Fenstemaker of Berwick, Penna., and they have one daughter, Jane, now a student at West Chester State Normal School. Dr. Catterall is a member of the Alumni Associations of Bucknell University, the Medico Chirurgical College and the University of Pennsylvania.

George W. Murphy

GEORGE W. MURPHY, Postmaster of Hawley, was first appointed to that position by President Harding on March 1, 1922, and reappointed by President Coolidge on March 1, 1926. He is a World War veteran, having enlisted in the service June 7, 1917. On June 1, 1918, he was commissioned a lieutenant, and one week later sailed for France, assigned to the 336th Labor Bn. Landing at Brest, June 19, he was sent to Is-Sur-Tille, where he spent two months and then was assigned to St. Nazaire, where he remained until June 7, 1919, when ordered back to the U. S. A. He was discharged from the army at Camp Lee, Virginia, June 21, 1919.

Mr. Murphy was born at Uswick, March 23, 1893; and is a son of Richard W. and Sibelia A. (Utt) Murphy. He received his early education in the Hawley public schools and completed his course at Wyoming Seminary in 1915. On September 6, 1919, he was united in marriage to Harriett M., daughter of Michael J. and Bridget E. (Orr) McAndrew at Brooklyn, N. Y. Mr. and Mrs. Murphy have three children, Ada S., Nan Orr, and Harriet M.

Worthy of Mention

BESIDES those sons of Hawley, whose biographies appear in this history, many others worthy of mention we well remember, but for divers reasons were unable to secure a complete sketch of their lives in time for publication. They were almost to a man born in Hawley, and in all cases spent their youthful days in this community, receiving their preliminary education in the local schools. Their chosen vocations or professions lead in many directions, and in these lines of endeavor spread to many sections of the country.

Among those ordained to priesthood were: Eugene A. Garvey, first Bishop of the Altoona, Penna., diocese, ordained 1869; William A. Kinney, second Bishop of the diocese of Florida, ordained 1871; The Right Reverend Monsignor Richard A. McAndrew, pastor of St. Mary's Church at Wilkes-Barre, ordained in 1877; and his successor at that church, Father John J. Curran, who was ordained in 1887; Rev. J. V. Hussie, ordained in 1886; Father John J. Ruddy, deceased, pastor of the Catholic Church in Dunmore, Penna., ordained in 1877; The Reverend Martin C. King and his brother, Father John King; The Reverend Father Richard A. Drake of Roanoke, Va., who is buried at Hawley; Reverend J. B. Feeley of Inkerman, Penna., ordained in 1890; Father Joseph Golden, ordained in 1908; Father James J. Sheridan, a member of the Order of C. M. at Brooklyn, N. Y.; Reverend James Flynn, now of Scranton, and Father Joseph Curran of Red Bank, N. J.

John Tuthill, a Methodist clergyman, who served many of the Methodist Episcopal pulpits of this county and who passed away a few years ago.

Among the doctors are: John J. Gilbride, of Philadelphia, and Charles P. Hoban, of the same place; Samuel Miller, now in Ohio, who had an illustrious war record in the late World War; Eugene A. McCloskey, a dentist in Mahanoy City, Penna.; William White, of Atlantic City, N. J., and Fred Tanner, a son of Nathaniel Tanner.

In railroad circles: Frederick F. Gaines, became Superintendent of Motive Power of the Central Railroad of Georgia, and during the World War represented all the railroads of the South on the Board at Washington; Hubert Kelly, was road foreman of engines for the

Erie Railroad, and Chairman of the Grievance Committee for the Brotherhood of Locomotive Engineers for years; Thomas F. Howley, now Superintendent of Locomotive Construction for the Erie Railroad, and his brother, Michael Howley, Road Foreman of Engines for Erie Railroad, and Grant Kellam, General Auditor of the Florida East Coast System at St. Augustine, Fla.

J. Earle Blossom, who is Professor of Greek at Harvard University; Robert J. Wheeler, a veteran of the Spanish-American War, who attained a meritorious position in the journalistic field; Edward R. Bishop, now Manager of the Globe Iron and Steel Company at Syracuse, N. Y., and many others who, just at this time we do not recall. All sons of Hawley, who are a credit to the community in which they received their early training.

The Hawley Building & Loan Association

THE Hawley B. & L. Association was organized and began business on January 1, 1920, and is now in the eighth successful year. H. J. Atkinson was the first president. J. W. Ames, Esq., has acted as solicitor since organization.

More than 30 families have been assisted in the financing of homes and from a small beginning the assets have grown to more than \$65,000.

The present officers are: Warren P. Murphy, President; G. Matter, Jr., Vice-President; J. J. McCloskey, Secretary, and T. J. Oldfield, Treasurer. Meetings are held the third Monday of each month in the association offices in the First National Bank Building.

Hawley Post, No. 311, American Legion

A TEMPORARY organization was formed at a meeting September 2, 1919, with George L. Murray temporary chairman, and on December 12, the same year, a permanent post was chartered with Warren P. Murphy, Commander.

Hawley Post, No. 311, has always been active in carrying forward the spirit of patriotism in Hawley and has lent its aid and influence to all projects having as an object the betterment of the community. A substantial fund has been accumulated by the post toward the purchasing of a suitable building of its own.

The present officers are: George W. Gilpin, Commander; Charles E. Austin, Vice-Commander; Russell S. Nell, Adjutant; Arthur Tyce, Finance Officer; and Arthur J. James, Chaplain.

The Hawley Bank

THIS institution was organized during the latter part of the summer of 1910. Construction of the present building was begun in October of that year, and the new bank opened for business on January 19, 1911, in a fully equipped and completely finished building. The interior woodwork is of quartered oak and the walls tinted to harmonize with the trim which affords a pleasing effect. Floors and base in lobby and office are of Tennessee marble and in the banking room proper are of cork. Light and ventilation are supplied from the front and both sides thus affording ideal working conditions.

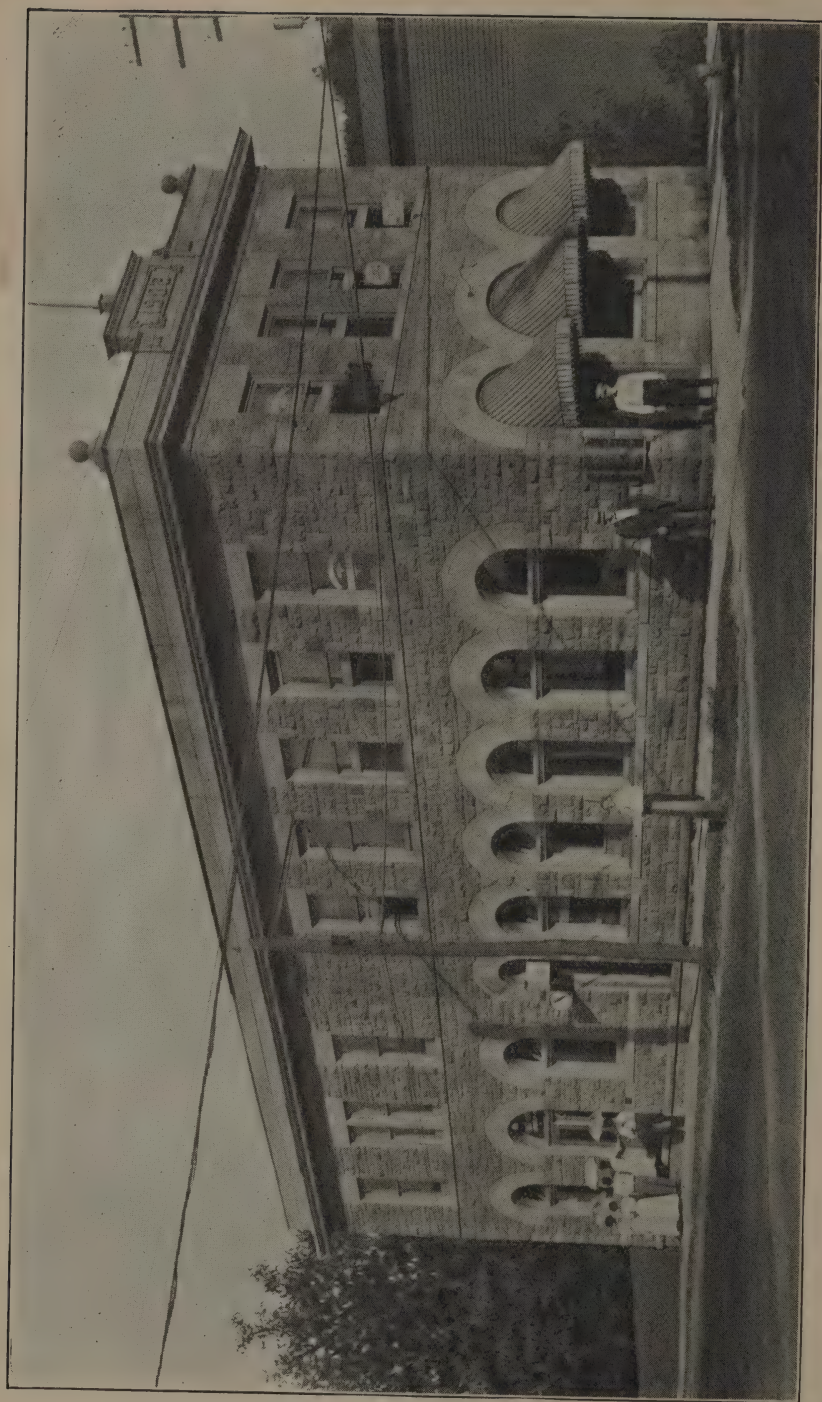
Since its inception the growth of the institution has been steady and consistent and it has been a material factor in the development of the community. The earnings have been substantial and in addition to paying the shareholders generous dividends, the surplus has been increased until it is now double the capital, the two totaling \$150,000, which means added strength for the institution and its patrons.

The First National Bank

THE First National Bank of Hawley was chartered by the United States August 9, 1902, seventy-five years after the founding of Hawley, so that it is this year celebrating its twenty-fifth anniversary as well as the Centennial of our town.

With the organization of this bank, a new epoch began in the business life of Hawley and it is a plain statement of fact that in the twenty-five years during which this bank has served the community, the latter's progress has equaled that of the three-quarters of a century that had gone before.

The first officers were: Lot Atkinson, President; Dr. Henry A. Plum, Vice-President, and V. A. Decker, Cashier. Mr. Atkinson died in 1905 and was succeeded as President by the Honorable James Millham, who served until his death in 1910. Dr. Lewis P. Cooke succeeded to the presidency and is still serving the bank faithfully and well. Mr. Decker resigned in 1918 as Cashier, and was succeeded by the present incumbent, James D. Ames, he having been Assistant Cashier since 1910; Mr. Decker, however,



First National Bank Building

remaining somewhat active in the management at this time as Vice-President. Fred C. White served as Vice-President after the death of Dr. Plum in 1904, until his death in 1917. Patrick H. Kearney has been the Assistant Cashier since 1917, while Miss Florence Cooke has served as bookkeeper for seventeen years. Frank C. Miller has served efficiently for the past four years as Teller.

Before the bank was opened, a building of native bluestone was erected and equipped. In 1910 an addition for use as the local post office was made, and preparations are now being made to take the ground floor of the addition into the main banking room for the better housing of its growing business.

There has been nothing sensational about the conduct of this bank or its growth, but it has efficiently served the people of our community for twenty-five years, paid fair dividends, has deposits of over a million dollars and surplus and undivided profits more than three times its capital stock. This places it high upon the Roll of Honor of National Banks in the United States.

The present directors are: James D. Ames, Harry J. Atkinson, Lewis P. Cooke, Victor A. Decker, William H. Guinn, P. H. Kearney, LeRoy E. Sands, Eugene A. Spall, Dr. Arno C. Voight.

Fraternal Societies

Junior Order United American Mechanics

Hawley Council, No. 456, Junior Order American Mechanics, was instituted May 12, 1896, by Reverend R. D. Minch and Frank R. Stevenson with thirty-five charter members. And for the first thirteen years of existence did not have a death in its Council. The living members who signed the original charter are Rev. R. D. Minch, William C. Knapp, E. E. Beardslee, Fred Wagner, R. W. Sands and F. W. Sands. It has a membership at present of one hundred and five, and holds meetings on the first and third Tuesday evenings of each month in the Odd Fellows' building. The officers at this time are as follows:

Councilor, Curtis Quick; Vice Councilor, Raymond Compton; Recording Secretary, Fred W. Sands; Assistant, Herbert Kaiser; Financial Secretary, Fred C. Tyce; Treasurer, Dr. A. H. Catterall; Chaplain, H. M. Dexter.

The Improved Order of Red Men

A fraternal and beneficial organization instituted September 26, 1892, by District Deputy Great Sachem A. A. Ayres of Peckville, Penna., assisted by Great Chief of Records Thomas K. Donnally of Philadelphia, with fifty charter members, of which only six are living at present. During the past thirty-five years the order has paid many thousands of dollars to beneficiaries for sick and funeral expenses. They hold monthly meetings in the Odd Fellows' building.

Knights of Columbus

Council 797, Knights of Columbus, was instituted July 12, 1903, by Supreme Knight James Flagherty of Philadelphia, conferring the degrees. Thomas F. Mangan was made Grand Knight of the local Council; M. J. Leonard, Deputy Grand Knight; M. J. McAndrew, Chancellor; Martin T. Gaffney, Financial Secretary; Martin Barrett, Treasurer; M. J. Monaghan, Recording Secretary, and Charles McHale, Warden. During the past twenty-four years many thousands of dollars has been paid to the beneficiaries of deceased mem-

bers. The Council now claims an active membership of ninety-two and its officers are: F. J. Curran, Grand Knight; Joseph J. McCloskey, Deputy Grand Knight; John J. Sheridan, Chancellor; Peter J. Unger, Financial Secretary; M. J. McAndrew, Recording Secretary; Vincent Leonard, Treasurer, and Allen Gilpin, Warden.

Free and Accepted Masons

Hawley Lodge, No. 305, Free and Accepted Masons, was organized in 1857 with the following charter members: William L. Hawley, Oscar Freeman, Edward M. Spencer, George F. Wilbur, William Hapeman, E. A. Easterline, John Spencer, G. H. Hardenberg, Randall Williams and David Bishop. And for the past seventy years has continued as a leading fraternal organization of this community, numbering among their members many of the representative business men of this section. The oldest living member in age is F. W. Schalm, who is also the second oldest in membership, exceeded only a few months by A. J. Lobb. They hold their regular meetings in the Odd Fellows' building.

Independent Order of Odd Fellows

Wangum Lodge, Independent Order of Odd Fellows, was instituted July 18, 1851. Morveldon Plum was the first Noble Grand and A. M. Dix was the first Vice-Noble Grand. Their meetings were held in the Hicks building, on the East Side, until that building was destroyed by fire in 1861. They fitted up rooms over the Pattern Shop of the Pennsylvania Coal Company which they occupied for a few years, then moving to the J. S. Ames building on the corner of Keystone and Main streets, now occupied by Joseph Skier. In 1885 they purchased a building which stood where Nell's meat market now is located. This building was destroyed in the big fire of June, 1898. In that fire many of the records were lost. In 1899 they erected the substantial brick building on the corner of Main and River, where they now hold their weekly meetings. They now have a membership of one hundred and sixty-five. The present Noble Grand is Clayton Chapman; Recording Secretary, Dr. A. H. Catterall; and Financial Secretary, L. L. Rolison.

In 1869 a large percentage of the Wangum Lodge were German speaking people, who wished to have their ritualistic work done in their own language, and on May 18 of that year a lodge was instituted as Lackawaxen Lodge, No. 667, with the following officers:

M. Kellerman, N. G.; Martin Reafler, V. N. G.; George Hittinger, R. Secretary; Charles Schardt, F. Secretary, and Fredrick Nell, Treasurer. Their meetings were held in the Teeter Building on Main street. In 1901 the younger element desired to return to the Wangum Lodge, and in June of that year Lackawaxen Lodge merged with the mother lodge.

On July 18, 1926, the Wangum Lodge celebrated its seventy-fifth anniversary, and during this entire term of years they have been one of the most active fraternal and beneficial organizations of this community.

Ladies' Catholic Benevolent Association

Hawley Branch 102, of the Ladies' Catholic Benevolent Association, was organized on April 18, 1892, with thirty charter members. The original initiation was conducted by Miss M. F. Gallagher of Port Jervis, N. Y., and the following officers installed: President, Miss Anna Manley; Vice President, Emma Spall; Recorder, Lydia Orr; Assistant Recorder, B. E. McAndrew; Financial Secretary, Mrs. Mary Nallin; Treasurer, Miss Anna Howley. During the thirty-five years of their existence they have enrolled one hundred and eighty members and have paid to beneficiaries of deceased members over forty thousand dollars. They have the distinction of being the first ladies' organization to donate financially towards the Centennial fund.

The Hawley Maennerchor

The original Hawley Maennerchor was organized February 5, 1874, with the following twenty-five members: Rheinert Warg, Sr., Martin Reafler, A. F. Voigt, Charles Gilbert, August Brunner, Jacob Keller, John Kellerman, Ernst Vogler, John Thielke, William Schardt, John Weinss, Frank Schroeder, Henry Reafler, F. W. Schalm, John Glass, Fred Nell, George Baschon, Jacob Seidler, Jacob Schneider, F. Seidler and Charles H. Schardt. Among this number F. W. Schalm is the only living member. But the principles of good-fellowship and civic advancement for which they stood are still manifest in its present membership.

It was in their hall, at a dinner given by the Chamber of Commerce, the idea of a Centennial was conceived; and again in their hall, the free use of which was given for our Memorial Day dinner, which added almost one thousand dollars to the Centennial fund.

The original club bought and cleared an eight-acre lot on Belle-monte Hill, erected a dance platform and band-stand, attractive

for picnic parties. As the older members began to pass away, the place fell into disuse and was eventually divided among its members. Their hall and clubrooms were in the J. S. Ames building, on Penn avenue, which was destroyed by fire in January, 1918. In 1922 they purchased a lot on Spring street, on which they erected the present commodious hall, which takes care of winter sports and all assemblies of any size.

Other Organizations

Besides those fraternal organizations described in the foregoing pages Hawley also has a Chapter of the Eastern Star, the Rose Rebecca, the Pocahontas and Daughters of America. Also the Hawley Improvement Association, which does so much for the beautification of our town. We regret that we have no information at hand whereby we could give a more complete history of these lady organizations.

Conclusion

IN BRINGING this history to a close we would have it understood we had no idea of putting it in book form until requested to do so by the Chamber of Commerce Committee in January, 1927.

We would, therefore, ask that you make due allowance for any errors discovered—it would be very strange if none were found.

Undoubtedly there are many worthy persons and families who have not been mentioned, their histories were not given us nor come our way. But no one has been purposely neglected; no one spoken of disparagingly.

Should our efforts in this work be successful there are a number of friends who have contributed to its existence by the use of their books, pamphlets, photographs, old newspaper files and other records. Among whom are James O'Connor, of Scranton; Edward J. Lynch, of Rensselaer, N. Y.; Ralph F. Martin, A. L. Bishop, Frank Foster, Fred Townsend, V. A. Decker, L. Hensel, Mrs. Rose Warg, Mrs. W. C. Knapp and the business public by their advertising which made the book at all possible.

We have recounted the discovery of coal; the building of the Canal; the construction of the old Gravity Railroad, simple in its operation but profitable to its management; the passing of these antiquated methods for the speedy passenger service of today; the supplanting of the old wood burner engine by the iron monster now in use, who hauls seven thousand tons of coal with as much ease as the original locomotive would six hundred tons; the displacing of the kerosene lamp by the luminous electric lights; the telegraph and telephone taking the place of the old-fashioned postman. A Cadillac motor displacing the horse and buggy for pleasure driving and the radio transmitting the best concerts of the country to your own home.

With the sincere hope that all we have said may be of interest and pleasure to you we will close the story.

Compliments of

Kerber & Lynn

217 Main Avenue

Hawley's Quality Meat Market

Unexcelled Food Service

HIGRADE MEATS AND POULTRY
GAME IN SEASON

Fresh Vegetables

Fish

Table Luxuries

Our perfect electric refrigeration ends your summer worries. Our meats are kept in a frigidaire case, thereby insuring our patrons protection from dust and germs.

E. A. SPALL

**Clothing and
Gents' Furnishings**

**International and
Kirschbaum Clothing**

Main Street

Hawley, Pa.

Twenty-Five Years

1902-1927

It is just twenty-five years since this bank was established. It seems but yesterday—so fast has the time flown in the pleasant business of making new friends and steadily growing to meet the needs of this community.

From the start our ideal has been to provide a banking service complete in all its branches that is at once safe and progressive. Adherence to this policy has made this bank the strong dependable institution that it is today. We feel, however, that we do but stand on the threshold of our full possibilities for growth and service.

To give the best of service to the individual and our wholehearted service to the community is the aim of this conservative, yet constructive institution.

The First National Bank of Hawley, Pennsylvania

OFFICERS

Lewis P. Cooke, *Pres.*
Victor A. Decker, *V. Pres.*
James D. Ames, *Cashier.*
Patrick H. Kearney,
Asst. Cashier.

DIRECTORS

James D. Ames
Harry J. Atkinson
Lewis P. Cooke
Victor A. Decker
William H. Guinn
P. H. Kearney
LeRoy E. Sands
Eugene A. Spall
Dr. Arno C. Voigt

Jas. M. McGinty, P. D.

**PRESCRIPTION
SPECIALIST**

**Hawley High School
Class of '07**

**Philadelphia College of Pharmacy
Class of '12**

Lambert Silk Company

Successors To

Dexter, Lambert & Co.

Established 1851.

75 Years in Business.

Incorporated 1917.

Started First Ribbon Mill in Pennsylvania.

Crepe de Chine, Flat Crepes, Satin Crepes,

Canton Crepes.

Tie Goods, Tub Silks, Taffetas,

Wash Satins.

We Congratulate Hawley on Her One Hundredth Birthday

We are one of Hawley's oldest mercantile establishments, have had the pleasure of seeing this wonderful town grow from a canal port and coal shipping center, following her through her period of depression and taking part in her years of plenty. Welcome you now as old friends and former residents to Hawley's most wonderful achievement, her One Hundredth Birthday.

Hawley's oldest Hardware Store, Founded in 1857 and still enjoying the pleasure of serving Hawley's residents.

Guinn Brothers

Paints and Oils

Sash and Doors

Hardware, Sporting Goods

Stoves,

Cutlery,

Lime,

Cement

Happiness in Every Box"



**United
Cigar Agency**

F. H. McDONALD
Agent

Wholesome Food

Well Cooked—Well Served

This, with cleanliness, courtesy and prompt service makes our restaurant favored both for regular meals and short orders. An Ideal Lunch served.

Luncheon Specials.

If you want a delicious and wholesome “snack” when noon comes, or any time during the day, drop in at our fountain and ask for our special light lunch. Just the thing for a busy man or woman—and the price is low.

Adams' Goodie Shop

“Where Quality Is King”

Compliments of

Paupac Silk Mill

Manufacturer of

Broad Silks

A. H. Lauderburn, Jr.
Owner and Manager



do it this week

Put your layers, young
and old, on

FUL·O·PEP EGG MASH

and enjoy bigger profit.

Ful-O-Pep Egg Mash
is the *complete feed*
—containing

Cod Liver Meal!

You get more eggs, better eggs, more uniform and stronger-shelled eggs, that command the best prices. And eggs produced on Ful-O-Pep Egg Mash hatch strong, husky chicks. Now is the time to switch to Ful-O-Pep.

Made by
The Quaker Oats Company
Sold by

Ernest Volger & Son
Hawley, Pa.



EVERYTHING TO BUILD WITH

The Atkinson Box & Lumber Co.

Bell phone 55

Hawley, Pa.

BUILDING MATERIAL

P. S.—We take this opportunity to thank all for their past patronage and solicit your business

HISTORICAL

The "Atkinson" business advertised on the above page, founded in 1813 by the original Joseph Atkinson when he purchased 600 acres of land in the vicinity of Hawley.

The deed mentions the fine stand of White Pine Trees and thus was started the Atkinson Lumber business.

On June 14, 1831, the same Joseph Atkinson purchased 810 acres known as "The Little Manor Tract" for \$4,180.00. This is where Hawley now stands, and included in the purchase was a water power saw mill, located near the site of the present Lauderburn Silk Mill at the Eddy.

That Joseph Atkinson was born October 10, 1785, and died May 5, 1852, in his 67th year. He was the father of eighteen children. One of his sons had nineteen children, and in those early times over half the population of what is now known as Hawley were Atkinsons.

And now, alas, there are but few Atkinsons left in this vicinity, having scattered over western United States and the Islands of the Pacific Ocean.

Eleven of the eighteen children of the first Joseph Atkinson were born before 1827, when History says Hawley was founded.

That Joseph Atkinson moved to Paupack Eddy,

now Hawley, in 1811 and started a saw mill for George Neldon, from whom he purchased the "Little Manor" in 1831, and eight of the eighteen children were born at Paupack Eddy prior to 1827.

The first white child born November 10, 1812, in Paupack Eddy, now Hawley, was John Snyder Atkinson, father of our friend Asher Atkinson.

After the official date of the founding of Hawley, 1827, there was born in Hawley to Joseph Atkinson the first, seven more children, making the total of eighteen children. Of these, the second Joseph Atkinson, who was known to many now living, was born October 29, 1836, and after his father's death in 1852, he was still a minor. Upon attaining his majority, or the age of twenty-one, he purchased the interest of the other heirs of his father in the lumber business and in the "Little Manor" property. The Joseph Atkinson, whom we knew, married Helen Cook in 1863, Helen Cook being the daughter of John Ames Cook and Harriett Shepard, a descendant of Captain Wadsworth of Charter Oak Fame.

Mr. Cook, a pioneer tanner, founded the tannery at Ledgeale, on the head waters of the Wallen-paupack River. He located here for the Hemlock bark.

Hides were brought from South America to New York, thence by the six mule team method to Ledgeale, where the hides were transformed into leather by a baptism (of a few months) in the extract of the Hemlock Bark. The leather was then transferred over a hundred miles to the markets of New York, Philadelphia, and Newark by the six mule team.

Upon the death of Mr. Cook this tannery was sold to the Morse family and was afterward known as the Morse tannery. The Hemlock forests being gone, this and the numerous other tanneries no longer exist.

The second Joseph Atkinson served as a Captain in the Civil War in the 141st Pennsylvania Infantry regiment. He was twice wounded.

After the Civil War he continued the lumber business at Hawley, and extended same, having saw mills at Paupack, Tafton, Blooming Grove, and in many other places. He was Sheriff of Wayne County from 1879 to 1882. He helped found the Hawley Glass Company and was identified with this institution as Treasurer and Manager until 1898 when he died. He

also founded the Hawley Water Company, and other industries.

To the union of Joseph Atkinson and Helen Cook were born the following children:

Harry Joseph, born July 24, 1865

Royal Cook, born December 5, 1868

Lawrence, M., born May 5, 1874

Alice, born January 5, 1879

Royal died after the Spanish American War in the Philippines.

Lawrence who was a prominent Lawyer in Wayne County, District Attorney of the County and identified with many of its social organizations and financial institutions died March 19, 1908.

Alice, widow of Edward Palmer of New Orleans, lives on Cape Cod and in Boston, Massachusetts, and in Paris, France.

Harry J. Atkinson is a director of the First National Bank of Hawley, President of the Atkinson Box and Lumber Company, and is identified with other business and social organizations.

In 1898, Harry J. Atkinson was united in marriage to Sadie J. Bishop, daughter of Peter C. Bishop and Lucy Williams, she being a descendant of the famous Roger Williams. Mr. Bishop being a resident of Hawley and a Division Superintendent of the D. & H. Canal. The children of Harry J. Atkinson and Sadie Bishop were Lawrence, who died in infancy and now living are, Helen Josephine, Rosalie Bishop, Frances Elizabeth. Helen educated at Wellesley College and Columbia University, Rosalie at Columbia University, and Frances at Vassar College. Helen is now Mrs. Clarence Von Hake of Brooklyn, New York. Frances is Mrs. G. David Burgevm, residing in New York City. Rosalie is at present a teacher in the Westfield, New Jersey Public School.

Soon after the death of the second Joseph Atkinson his son Harry J. purchased the interest of his sister and of his brothers in the Estate and thus succeeded to the lumber business, and to the ownership of lands around Hawley.

At the present time Harry J. Atkinson owns several hundred acres of land around Hawley, included in which is a part of the "Little Manor" property purchased by his grandfather in 1831.

Compliments of

D. H. Grandin Milling Company
Jamestown, New York

Manufacturers of

GRANDIN'S

Poultry and Dairy Feeds

Sold in Hawley by
ERNEST VOGLER & SON



H. W. Kimble & Company

Commission Silk Throwsters

Hawley, Pa.

Started here in 1900, by Harry W. Kimble, born at Kimbles, Pa., December 10, 1870, and a lifelong Hawleyite. A 300 spindle mill at first, the firm operated mills at Middletown, New York, Phoenixville, Moscow, and Scranton, Pennsylvania, aggregating 50,000 spindles, most of which were sold in 1919. The upper mill shown is the Welwood Company's. V. A.

Decker is the other firm member.

The Riverside Garage

JOSEPH M. PULICI, Proprietor

Day phone
194

Night phone
200

Hudson and Essex
Sales and Service

All Makes of Cars Repaired and Serviced

Gas and Oil

Tires and Accessories

GARAGE

SERVICE

“Garage service that serves” is our aim always. When repairs are to be made, overhauling done, or when the car is to be oiled, greased or washed, you can always be assured of our best attention.

We carry all the most popular accessories, tires, oils, and greases. You will get your money’s worth by trading here.

SALES

SERVICE

NASH

BAISDEN BROTHERS

Phone 66

512 Church Street



OUR GUARANTEE

Any dealer handling our Paint is authorized to give this **GUARANTEE**—that any Building that is not satisfactory after being painted with **Woolsey's Standard Mixed Paint**, we will furnish enough paint, (free of charge), to repaint the building. Our Paint is a **Pure Linseed Oil Paint**, containing no benzine, water or chemicals; works smoothly under the brush and has great body, and its durability after 72 years thorough trial is established beyond question.

C. A. WOOLSEY PAINT AND COLOR CO.
Jersey City, New Jersey, U. S. A

Wm. S. Watts

THE WINCHESTER STORE

The Pennsylvania Power & Light Company Congratulates the Town of Hawley on this, Its

OHE HUNDREDTH ANNIVERSARY

Vitally interested in the future of every town receiving its electric service, the Pennsylvania Power & Light Company is particularly interested in Hawley, the home of its largest hydro-electric plant.

Across a wide expanse of territory in eastern Pennsylvania stretch transmission lines carrying power generated at Hawley—carrying the name of Hawley to more than two hundred other communities served by this utility Company. The creation of the state's largest lake, in connection with this hydro-electric development, has also given Hawley added prominence.

The futures of Hawley and that of this company are inseparably bound together—this progressive community is assured an abundant, efficient supply of electric power—one of the foundations of community progress and expansion.

Pennsylvania Power & Light Company

“AT YOUR SERVICE”

Undivided Interest

One of the Hardest Things on Earth to Buy

—Yet it CAN be bought—not for the mere exchange of money—but by the meeting of an urgent need with sympathetic attention.

When our services are enlisted in an hour of need our undivided interest is yours. Attention to the details of necessary rites has won for us an enviable reputation.

Telephone 50R4

R. TEETER

FURNITURE

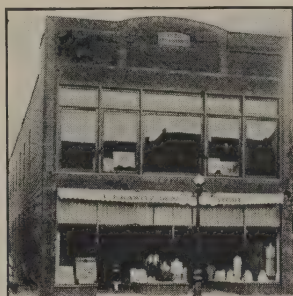
UNDERTAKER

Krawitz Department Store

Main Avenue, Hawley, Pennsylvania

More than eight thousand square feet of floor space devoted to Wearing Apparel, Dry Goods, Men's Furnishings, Shoes, Rugs, China and Kitchen Ware.

Nationally advertised branch in all departments.



Dorothy Dodd, Bostonian, Endicott-Johnson, Miller-Lerch Shoes; Hart, Schaffner and Marks, Henner Brand Clothes; Gotham Hose; Munsing, Sealpax, and Wright's Underwear; Manhattan Shirts; Mallory Hats; Bigelow-Hartford, Masland, Mohawk and Congoleum Rugs.

YOU ARE INVITED TO VISIT US .

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FORDSON

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THE UNIVERSAL CAR



Authorized Sales and Service

G. Matter & Sons

HAWLEY, PA.

Branch: 521 S. Main Street, Honesdale, Pa.

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Photo Studio and Art Store

Hawley, Pennsylvania

Established 1878

Publisher of the first Post Cards in
Wayne and Pike Counties.

Dealer in Kodaks and Brownie
Cameras.

Films, and all Eastman Photographic
supplies.

Developing and Finishing promptly
done.

Daily Papers and Magazines.

Rand McNally Auto Trail Maps.

High Class Stationery.

Birthday and Greeting Cards for all
occasions.

Post Cards and Souvenirs in large
variety.

Why You Should Insure!

Who Should Write Your Policy?

Insurance acts when all prevention fails!

That in itself is sufficient reason why you should insure. No man can be absolutely certain that his preventive measures to avoid fires, automobile accidents or other misfortunes of life will always prevent. And when they fail—

But that is where Insurance comes in. It cannot avoid the misfortune, but it can help face the financial loss involved.

As to who should write your policy, insist on an agent who knows his business and represents companies whose reputations are themselves guarantees of your protection. And for such insurance safety ask

A. M. SKIER
Everything In Insurance
Hawley, Pa.
Telephone 17

We Give Character To Medicine

The Doctor prescribes the kind of medicine after his diagnosis of your illness. He knows what particular drugs are needed and how they are to be compounded in order to produce the desired effect. He writes out his order, the order is turned over to us.

The druggist is the only one who can give character to the medicine. Character depends upon:

1. The quality and condition of the drugs and other ingredients which are used to make the medicine.

2. Upon the carefulness with which the proportions are weighed or measured and the way in which they are compounded.

3. Upon the accuracy and clearness with which the medicine is labeled and the dosage written.

We are 100 per cent. efficient in all of these items. Our claim is not a mere boastful assertion, but it is based upon our conscientious, ethical attention to our professional business and our honest and successful effort in giving the best.

PARKER'S DRUG STORE

The San Tox Store

318 Main St.

HAWLEY, PA.

Hawley Inn

OSCAR WOLLE, Proprietor

Excellent Cuisine

Pleasant Rooms

Modern Conveniences

Centrally Located

Hawley, Pennsylvania

Headquarters for

Hunters and Fishermen

In Easy Reach of the Pike County

Hunting and Fishing Grounds

The Caruth Company

Dry Goods
and Notions

Everything for Women, Children
and Babies

Bell Phone Hawley 9R2 **519 Church Street**

The Hawley Bank

HAWLEY, PENNA.

M. J. LEONARD, *President*

WALTER VETTERLEIN, *Vice-President*

CHAS. S. HOUCK, *Cashier*

THOS. J. OLDFIELD, *Asst. Cashier*

Capital \$50,000.00

Surplus \$100,000.00

Undivided Profits \$48,000.00

**Reserve for Depreciation
\$5,000.00**

Resources \$966,471.81



Largest Blue Stone Mill in the
World—Erected in 1880. Where One
Million Yards of Welwood Well Made
High Grade Silks Are Produced
Annually.

Welwood Silk Mills, Inc.

260 Fourth Avenue, New York City.

Nell's Meat Market

Welcomes and appreciates your business whether large or small, and believes its fifty years of constant, considerate, conservative accommodations, a splendid endorsement of its most satisfactory service to the people of Hawley and vicinity.

FRED M. ROWE

WM. H. BALL

ELECTRIC

{ Water System
Refrigeration
Washing Machines
Lighting Plants
Fixtures
Supplies
Household Appliances

Radio

House Wiring

We Serve You Electrically.

Wayne Electric Service

“Everything Electrical.”

321 Main Ave.

Phone 159.

Hawley, Pa.

Fruit Groceries Cigars Tobacco
Stationery Confectionery Novelties

Nallin's

Established March 24, 1906

MICHAEL J. NALLIN, Proprietor
Hawley, Pa.

**Longest Established Graduate
Pharmacist in Hawley—**

Born in Hawley. Served apprenticeship with M. T.
Snyder in Hawley. Graduated from Philadelphia
College Pharmacy

The Rexall Store
Chas. H. Freethy

The Best Is the Cheapest

When buying **Peat Moss** call for **Universal Peco Brand**.

When buying **Cod Liver Oil** call for **Nopco**.

When buying **Protein** or **Meat Products** call for **Meato**.

When buying **Minerals** call for **Rauh's Minerals**.

the best

Milk, Epsom Salts, Tobacco Powder, Disinfectants,
Alfalfa, Fish Meal, Cod Liver Meal

ARE SOLD BY THE

Universal Products Sales Company

126 Liberty Street,

New York City

P-L. U. M. COMPANY

The Organization that

HELPS YOU !!

For Every Building Need

We

Have the Answer

TRY US

PHILLIPS LUMBER & SUPPLY CO.

COMPLIMENTS OF THE



Choice Groceries

Floor Coverings Leather Traveling Bags
Blankets and Bath Robes
Shades, Lace Curtains, and Draperies
Specializing in
Ladies' Dresses, Hose and
Silk Underwear of All Kinds
Large Selection of
Men's Hose, Shirts, Pajamas, etc.

AT

L. L. ROLLISON'S

521 Church St.

Telephone 44

Hawley, Pa.

White House Dairy

T. SCHAIBLY

Wholesale and Retail Dealer in Pasteurized Milk, Cream, Buttermilk, Cottage Cheese and Butter.

All our milk and cream are from the Dairymen's League Cooperative Association Creamery at Honesdale, Pennsylvania, which is under the supervision of the New York City Board of Health.

New York City is noted for its wholesome milk, which is the best in the country.

WARREN P. MURPHY

Every Branch of Insurance

Every Class of Real Estate

Exclusive agent for Lake Wallenpaupack Manors, a high class development on Pennsylvania's largest lake in Paupack, Pike County, Pennsylvania

First National Bank Bldg., Hawley, Penna.

Almost as Old as Hawley

Pillsbury's Best Flour

**Best for
Pastry, Biscuits, Bread**

Where QUALITY Reigns

E. Volger & Son

Flour, Feed, Grain, Hay, and Straw

Hawley, Pa.

L. E. Sands Poultry Farm

Paupack Coal Company

Hawley Greenhouse

LEROY E. SANDS

FRED W. SANDS

RALPH W. SANDS

H. R. EVERDING

Choice and Selected Groceries.

Thirty-four Years in Business.

Established 1893.

Efficient and Courteous Service.

Highest Quality—Low Prices—Complete Stock

Your Patronage Solicited.

Phone 52-R-2

WILLIAM J. REAFLER

Groceries Fruits Ice Cream
Confectionery Delicatessen

Electrically Cooled Sanitary Case.

710 Church St.,

Hawley, Pa.

Telephone 165.

WELCOME FRIEND

AND OLD RESIDENTS OF HAWLEY

TO

THE EDDY HOTEL

Maurice Gifford, Proprietor.

American Plan.

Rooms—Day or Week

Meals at all Hours.

Knapp's Insurance Agency

Since 1900 has been furnishing the people of Hawley and surrounding country with the best of Protection and Service. It will pay you to insure with us—Fire, Life, Accident, Automobile, and all other forms of insurance.

W. C. KNAPP

310 Chestnut Ave.,

Phone 72

Hawley, Pa.

For rates and other information.

H. S. BIGART

GEO. E. KERL

The year 1913 brought to Hawley a new industrial unit. In that year Homer S. Bigart and George E. Kerl formed a partnership for the manufacturing of knit goods. The new establishment began operations in a small renovated barn in the rear of the Bigart home on Church Street. The World War, which placed the small manufacturer under a great disadvantage, served as a handicap to the immediate success of the concern, but with the inception of the wave of prosperity at the close of the war, the business increased steadily. A larger factory site soon became imperative and in 1921 the firm acquired the property at the corner of Keystone and Chestnut Streets, where it is now located. The new factory building is modern in every detail and no expense has been spared in making it a pleasant workshop for the employes. The employes have responded with a noble cooperation which has contributed so much to the prosperity of the enterprise.

We will have on display during Centennial Week an assortment of novelty sweaters and golf hose of pure worsted. Do not fail to take home a garment of Quality Knit Goods which for many years Hawley has been famous.

BIGART & KERL

Manufacturers of
Fancy Knit Goods,

Bell Telephone 195.

Hawley, Pa.

FOUNTAIN SERVICE

Established 1909

SERVICE has a lot to do with the pleasure of trading at our Fountain. Everything is of the best and the service is snappy and expert. Cleanliness prevails throughout the store, and it's cool and comfortable all the time.

Home Made Ice Cream, Fountain Drinks,
Confectionery, Fruits.

UNGER'S

Telephone 7-R-4,

209 Main Ave.

When Experience Counts

EXPERIENCE in garage service counts when the unusual situation is to be met—when a difficult repair job rolls up to the door. The apprentice cannot tackle such work with satisfaction to anyone concerned—it takes an experienced man.

I've Been Specializing in Repair Work
On All Makes of Cars Since 1908

Sales

BUICK

Service

MARCUS A. KILLAM

Telephone 29-R-4

Academy Street

SHOVEL IN—SHOVEL OUT

Some householders think that is all there is to the good old winter time—shoveling in the coal and shoveling out the ashes—and the money.

In the case of some coals, this is true, but Sterrick Creek Coal requires less shoveling in and less shoveling out. Sterrick Creek Coal is economical to use because a little goes a long way. Phone 154 today for your winter supply.

HAWLEY COAL POCKETS

J. L. McNamara, Proprietor

CHARLES SCHWITZER

candidate for

Sheriff of Wayne County

on Republican Ticket

at

September Primaries

*The Best Place for Your
Meats and Groceries*

Rose & Eberhart

Keystone Street, Opposite Post Office,
Hawley, Pa.

MARGUERITE'S

Needlecraft Shoppe

Hemstitching and Art Goods
Records and Sheet Music

NOVELTIES

MARGUERITE KERBER

CANDIDATE FOR TREASURER

Of Wayne County

W. O. AVERY

Subject to Republican Primaries.

Your vote and influence respectfully solicited.

ERIE GARAGE

FIRESTONE

Tires, Tubes, and Accessories
Storage—Gas and Oil

Chevrolet, Pontiac, Oakland
SALES AND SERVICE

NEAR THE PARK on the Roosevelt Highway
Hawley, Pa.

T. Y. BOYD

candidate for

Register and Recorder

of Wayne County

on

Republican Ticket

at the

September Primaries

F. F. Swingle & Son

GENERAL STORE

Hawley, Pennsylvania

Phone 101

OLIVER LOCKLIN

Lakeville

candidate for

Sheriff of Wayne County

on Republican Ticket

at the

September Primaries

BREAD—YOUR BEST FOOD

Wholesome, fresh Baker's bread has been found to be the best all around—rich in every element that makes healthy, sturdy bodies in children and sustains strength and health in adults.

Eckes Bread

delivered daily or on sale in our store fresh from the ovens every morning. All good dealers handle ECKES BREAD.

ECKES BAKERY

Main St.

Hawley, Pa.

J. WILSON AMES

candidate for

District Attorney

Of Wayne County
at the

Republican Primaries September, 1927

HAWLEY GARAGE

Thielke & Edwards, Proprietors

**DODGE BROTHERS SALES AND SERVICE
STATION.**

Goodyear and Goodrich Tires and Tubes,

Willard Batteries, Gas, Oil and Storage.

Church Street, phone 68-R-3, Hawley, Pennsylvania.

Established 1910.

FOR a quarter of a century we have supplied
wearing apparel to the satisfaction of our
numerous customers.

JOSEPH SKIER

233 Main Avenue

Hawley, Pennsylvania

THOMAS SLAIR

Thomas Slair arrived in Hawley, Pennsylvania, October 5, 1915. Born and raised in Dunmore, he embarked in the barber business and now is proprietor of one of the leading shops second to none in the state. On his arrival in town the beautiful hillside, called the Pines, attracted his attention but not any more was this attractive than the lady he met and made his wife. The subject of this history traveled as far as Buffalo, New York, returning to Hawley, Pennsylvania, made acquaintance and settled in a this community.

A E T N A - I Z E

with

Allen E. Gilpin

General Insurance

514 RIVER STREET

HAWLEY, PENNA.

Bell Phone 19R2

G. T. RODMAN, M. D.

Office Hours:

1 to 3 p.m.

7 to 8 p.m.

416 Church St.,

Hawley, Pa.

**Good Things To Eat
That Can't Be Beat**

AT

Rockers' Home Bakery

Phone, 9-R-3

HAWLEY, PA.

M. J. FINAN'S

Up-to-Date Barber Shop

305 Main Avenue

HAWLEY, PA.

Moon's Scratch Feed is a careful mixture of re-cleaned grains, compounded with a view of keeping chickens in a healthy condition and producing eggs at a reasonable cost.

Nothing but re-cleaned grain goes into this mixture, and after the grains are mixed together, the whole product is re-cleaned again; so there is absolutely no chance of dirt or foreign material being left in the mixture.

Moon's Scratch Feed is for sale by

E. VOGLER & SON

HAWLEY, PENNA.

1857

1927

L. PHILLIPS JEWELRY STORE

Seventy years continuous Service on the Corner of Main and Church Streets.

In 1913 the business of L. Phillips was taken over by

F. H. PHILLIPS

Jeweler

Optometrist

Evans Garage and Supply House

Automobile Supplies

and

Accessories

Gasoline, Oil

and

Storage

On the Roosevelt Highway

HAWLEY, PENNA

2375

